Civil Aviation Authority

NATS

UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 13/2026 - EFFECTIVE DATE: 24 Dec 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	
ENR 2.1	
ENR 2.2	Paragraph 3.8 RCL Requests - Revised. Paragraph 3.11.3.2, Figure 3-1 - Typo corrected. Section 5 Radio Mandatory Zones - Ekofisk RMZ - Airspace class added.
ENR 4.1	Editorial - No change.
ENR 5.1	Addition of multiple National Security Act (NSA) areas. EGD809S MORAY FIRTH SOUTH revised. EGR106 RAYMILL HOUSE - Contact details updated. EGR7U001 Barra FRZ revised to amend RWY designators.
ENR 5.3	MALVERN laser site added.
ENR 5.5	LASHAM glider site - Contact details updated.
ENR 6	ENR 6-75 MALVERN laser site added. ENR 6-81 AMA revised.
AD 2.EGPD	Editorial - No change.
AD 2.EGPD-5	AD 2 EGPD 5-1 Footnote symbology corrected.
AD 2.EGJA	Editorial - No change.
AD 2.EGPR	RWY 11/29 and RWY 15/33 redesignated. AD 2.2 Aerodrome geographical and administrative data. AD 2.6 Rescue and fire fighting services - RFFS category. AD 2.12 Runway physical characteristics. AD 2.13 Declared distances. AD 2.17 Air traffic services airspace. AD 2.20 Local aerodrome regulations - Use of Runways. AD 2.24 Charts related to an aerodrome - Chart titles revised.
AD 2.EGPR-2	AD 2 EGPR 2-1 RWY designators.
AD 2.EGPR-8	AD 2 EGPR 8-1/8-3 RWY designators and waypoint name changed.
AD 2.EGAA	Editorial - No change.
AD 2.EGAC	AD 2.14 Approach and runway lighting - RWY 04/22 PAPI revised. AD 2.21 Noise abatement procedures - Departures. AD 2.22 Flight procedures - Procedures for outbound aircraft.
AD 2.EGAC-2	AD 2 EGAC 2-1 PAPI 04 relocated. PAPI 04 and 22 MEHT. RADAR lit.
AD 2.EGPL	Editorial - No change.
AD 2.EGKB	AD 2.20 Local aerodrome regulations - Warnings. AD 2.21 Noise abatement procedures - Magnetic tracks revised following a Magnetic variation update.
AD 2.EGBB	AD 2.21 Noise abatement procedures - Magnetic tracks revised following a Magnetic variation update.
AD 2.EGLK	AD 2.3 Operational hours - AD administration. Customs and immigration. AD 2.17 ATS airspace - ATZ remarks updated. AD 2.18 ATS communication facilities - AFIS hours of operation.
AD 2.EGLK-2	AD 2 EGLK 2-1/2-2 TWY D and E alignment. Hangar added.
AD 2.EGNH	AD 2.10 Aerodrome obstacles - All obstacles removed and replaced by a digital dataset.
AD 2.EGHH	AD 2.8 Aprons, taxiways and check locations/positions data - PCR revised. AD 2.19 Radio navigation and landing aids - ILS/GP IBMH antenna relocated. AD 2.21 Noise abatement procedures - Magnetic tracks revised following a Magnetic variation update.
AD 2.EGHH-2	AD 2 EGHH 2-1/2-2/2-3 PCR reference.
AD 2.EGGD	AD 2.18 ATS communication facilities - ATIS contact number changed.
AD 2.EGCK	Editorial - No change.

AD 2.EGSC	AD 2.4 Handling services and facilities - Revised. AD 2.10 Aerodrome obstacles - Cranes removed. Crane designation revised.
AD 2.EGEC	Editorial - No change.
AD 2.EGEC-8	AD 2 EGEC 8-1/8-2 Circling minima revised.
AD 2.EGFF	AD 2.12 Runway physical characteristics - RWY dimensions, TDZ elevation, RWY strip dimensions updated. OFZ added. AD 2.13 Declared distances - RWY 30 declared distances updated. AD 2.15 Other lighting, secondary power supply - Anemometer. AD 2.16 Helicopter landing area - TLOF coordinates updated. AD 2.19 Radio navigation and landing aids - ILS GP/LOC/DMEs coordinates and ILS DME elevations updated. AD 2.24 Charts related to an aerodrome - Chart titles revised.
AD 2.EGFF-2	AD 2 EGFF 2-1/2-2 Charts revised to align with the latest aerodrome survey.
AD 2.EGFF-7	AD 2 EGFF 7-1 CDF label corrected.
AD 2.EGFF-8	AD 2 EGFF 8-1 to 8-15 Charts republished due to a change to chart specification.
AD 2.EGHR	AD 2.10 Aerodrome obstacles - All obstacles removed and replaced by a digital dataset.
AD 2.EGEL	Editorial - No change.
AD 2.EGEY	Editorial - No change.
AD 2.EGHA	Editorial - No change.
AD 2.EGTC	Editorial - No change.
AD 2.EGPG	Editorial - No change.
AD 2.EGLD	AD 2 2 Aerodrome geographical and administrative data - Editorial. AD 2.3 Operational hours - Fuelling. PPR. AD 2.17 ATS airspace - ATZ hours added. AD 2.18 ATS communication facilities - Remarks.
AD 2.EGPN	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PRC added.
AD 2.EGPN-2	AD 2 EGPN 2-1 PCR.
AD 2.EGSU	Editorial - No change.
AD 2.EGNX	AD 2.10 Aerodrome obstacles - All obstacles removed and replaced by a digital dataset. AD 2.21 Noise abatement procedures - Magnetic tracks revised following a Magnetic variation update.
AD 2.EGNX-2	AD 2 EGNX 2-1/2-2 Buildings, stands and centrelines revised.
AD 2.EGED	Editorial - No change.
AD 2.EGPH	AD 2.21 Noise abatement procedures - Radial revised.
AD 2.EGAB	Editorial - No change.
AD 2.EGTE	AD 2.12 Runway physical characteristics - OFZ added.
AD 2.EGTE-2	AD 2 EGTE 2-1/2-2 AD boundary revised. Buildings.
AD 2.EGTF	Editorial - No change.
AD 2.EGLF	AD 2.18 ATS communication facilities - Revised. AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGPF	Editorial - No change.
AD 2.EGPF-6	AD 2 EGPF 6-1/6-5/6-7/6-9 VOR PTH radials revised.
AD 2.EGBJ	AD 2.9 Surface movement guidance and control system and markings - Remarks. AD 2.10 Aerodrome obstacles - All obstacles removed and replaced by a digital dataset.
AD 2.EGBJ-2	AD 2 EGBJ 2-1 Compass base on TWY D removed.
AD 2.EGJB	Editorial - No change.
AD 2.EGFE	Editorial - No change.
AD 2.EGNR	AD 2.19 Radio navigation and landing aids - DME IHWD/IHDN frequency pairing.
AD 2.EGNJ	Editorial - No change.
AD 2.EGPE	AD 2.3 Operational hours - AD administration. AD 2.6 Rescue and fire fighting services - RFFS Category availability. Aircraft removal. AD 2.11 Meteorological information provided. AD 2.17 Air traffic services airspace - ATZ hours revised. AD 2.18 ATS communication facilities - Hours of operation revised. ATIS channel updated.
AD 2.EGPE-2	AD 2 EGPE 2-1/2-2 ATIS channel.
AD 2.EGPE-5	AD 2 EGPE 5-1 ATIS channel.
AD 2.EGPE-8	AD 2 EGPE 8-1 to 8-16 ATIS channel.
AD 2.EGPI	AD 2.8 Aprons, taxiways and check locations/positions data - PCR added. AD 2.12 Runway physical characteristics - PCR added.
AD 2.EGPI-2	AD 2 EGPI 2-1 PCR.
AD 2.EGNS	AD 2.4 Handling services and facilities - Contact details updated. AD 2.12 Runway physical characteristics - RWY 21 CWY dimensions updated.
AD 2.EGNS-2	AD 2 EGNS 2-1 ARP and PAPI symbol position revised.
AD 2.EGNS-5	AD 2 EGNS 5-1 Sectors revised.
AD 2.EGJJ	AD 2.18 ATS communication facilities - Emergency frequency added. AD 2.20 Local aerodrome regulations - Warnings. Use of runways.
AD 2.EGJJ-8	AD 2 EGJJ 8-3/8-8 Operating minima revised.

AD 2.EGBP	Editorial - No change.
AD 2.EGPA	Editorial - No change.
AD 2.EGHC	Editorial - No change.
AD 2.EGHF	Editorial - No change.
AD 2.EGNM	AD 2.21 Noise abatement procedures - Magnetic tracks revised following a Magnetic variation update.
AD 2.EGCM	Editorial - No change.
AD 2.EGET	Editorial - No change.
AD 2.EGGP	Editorial - No change.
AD 2.EGLC	AD 2.10 Aerodrome obstacles - All obstacles removed and replaced by a digital dataset.
AD 2.EGLC-7	AD 2 EGLC 7-1/7-2/7-4/7-5 AMA revised.
AD 2.EGKK	AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGKK-7	AD 2 EGKK 7-1 AMA revised.
AD 2.EGLL	AD 2.19 Radio navigation and landing aids - RNAV Substitution only VOR/DMEs. AD 2.22 Flight procedures.
AD 2.EGLL-7	AD 2 EGLL 7-6 AMA revised.
AD 2.EGGW	AD 2.21 Noise abatement procedures - Noise preferential routings. AD 2.22 Flight procedures - Procedures for outbound aircraft. AD 2.24 Chart related to an aerodrome - Non-airway departures charts removed. Chart titles.
AD 2.EGGW-6	AD 2 EGGW 6-7/6-8 Charts renumbered.
AD 2.EGGW-7	AD 2 EGGW 7-3/7-6 AMA revised.
AD 2.EGSS	Editorial - No change.
AD 2.EGSS-6	AD 2 EGSS 6-3/6-4/6-6/6-7 AMA revised.
AD 2.EGSS-7	AD 2 EGSS 7-8/7-9 AMA revised.
AD 2.EGAE	AD 2.19 Radio navigation and landing aids - RWY 08 ILS/GP IEGN warning added.
AD 2.EGMD	Editorial - No change.
AD 2.EGCC	AD 2.19 Radio navigation and landing aids - VOR/DME TNT reference removed. VOR/DME MCT remark updated. AD 2.24 Charts related to an aerodrome - Noise preferential routeings chart removed.
AD 2.EGCC-3	AD 2 EGCC 3-2 Noise preferential routeings chart removed.
AD 2.EGCB	Editorial - No change.
AD 2.EGNF	Editorial - No change.
AD 2.EGNT	AD 2.9 Surface movement guidance and control system markings - Stand 31 removed.
AD 2-EGNT-2	AD 2 EGNT 2-1/2-2 Stand 31 removed. Stands modified. Area under construction. PCR table.
AD 2.EGHQ	AD 2.2 Aerodrome geographical and administrative data - Fax contact details removed. AD 2.3 Operational hours - ATS.
AD 2.EGEN	Editorial - No change.
AD 2.EGSH	AD 2.10 Aerodrome obstacles - New crane added.
AD 2.EGBN	Editorial - No change.
AD 2.EGEO	AD 2.3 Operational hours - AD administration. AD 2.17 ATS airspace - ATZ hours added. AD 2.18 ATS communication facilities - AFIS hours of operation.
AD 2.EGSV	Editorial - No change.
AD 2.EGTH	Editorial - No change.
AD 2.EGTK	AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGTK-2	AD 2 EGTK 2-1/2-2/2-3 Compass base added. PCR table.
AD 2.EGEP	Editorial - No change.
AD 2.EGPK	Editorial - No change.
AD 2.EGKR	Editorial - No change.
AD 2.EGNE	Editorial - No change.
AD 2.EGES	Editorial - No change.
AD 2.EGHE	Editorial - No change.
AD 2.EGCJ	Editorial - No change.
AD 2.EGBS	Editorial - No change.
AD 2.EGKA	Editorial - No change.
AD 2.EGHI	AD 2.20 Local aerodrome regulations - Training. AD 2.21 Noise abatement procedures - Magnetic tracks revised following a Magnetic variation update.
AD 2.EGMC	Editorial - No change.
AD 2.EGMC-7	AD 2 EGMC 7-3 AMA revised.
AD 2.EGSY	AD 2.3 Operational hours - PPR. AD 2.17 ATS airspace - ATZ hours updated.
AD 2.EGPO	Editorial - No change.
AD 2.EGER	Editorial - No change.
AD 2.EGPB	Editorial - No change.
AD 2.EGFH	Editorial - No change.
AD 2.EGBM	Editorial - No change.

AD 2.EGNV	AD 2.3 Operational hours - AD administration. ATS. AD 2.17 ATS airspace - ATZ hours of applicability revised. AD 2.18 ATS communication facilities - Hours of operation revised. AD 2.20 Local aerodrome regulations - Airport regulations. AD 2.22 Flight procedures - Procedures for outbound aircraft.
AD 2.EGHO	Editorial - No change.
AD 2.EGPU	Editorial - No change.
AD 2.EGNL	Editorial - No change.
AD 2.EGNO	Editorial - No change.
AD 2.EGBW	Editorial - No change.
AD 2.EGCW	Editorial - No change.
AD 2.EGFA	Editorial - No change.
AD 2.EGEW	Editorial - No change.
AD 2.EGPC	Editorial - No change.
AD 2.EGNW	Editorial - No change.
AD 2.EGBO	Editorial - No change.
AD 2.EGHG	Editorial - No change.
AD 3.EGBC	Editorial - No change.
AD 3.EGLW	AD 3.10 Heliport obstacles - All obstacles removed and replaced by a digital dataset.
AD 3.EGHK	Editorial - No change.
AD 3.EGDP	Editorial - No change.
AD 3.EGHT	Editorial - No change.

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	3.EGHT-3	1 Oct 2026		3.EGHT-3	24 Dec 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	A3615/26, A3811/26, A4119/26 C5803/26, C5936/26, C5963/26, C6279/26 I6485/26, I6634/26, I6641/26, I6808/26, I6857/26 L5379/26

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		
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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		
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GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

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AIRAC 10/2026	20 Aug 2026	01 Oct 2026		
AIRAC 11/2026	17 Sep 2026	29 Oct 2026		
AIRAC 12/2026	15 Oct 2026	26 Nov 2026		
AIRAC 13/2026	12 Nov 2026	24 Dec 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
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

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GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
030/2026	TEMPORARY DANGER AREA (EGD290) HOL-BEACH AIR WEAPONS RANGE, 11 JUNE - 09 SEPTEMBER 2026	ENR	02 APR 2026 - UFN
033/2026	LEEDS BRADFORD (EGNM) - RWY 32 BACK TRACK PROCEDURES - LANDING TRAFFIC	AD	30 APR 2026 - UFN
035/2026	LEEDS BRADFORD AIRPORT (EGNM) - BACKUP SSR REDUCED LOW LEVEL COVERAGE	AD	30 APR 2026 - UFN
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 OPER-ATING IN THE VICINITY OF THE AIRPORT - RE-PLACES SUP 025/2025	AD	28 MAY 2026 - UFN
046/2026	FARNBOROUGH AIRPORT (EGLF) - ADS-B SUR-FACE SURVEILLANCE SYSTEM TRIAL	AD	28 MAY 2026 - UFN
047/2026	LONDON HEATHROW AIRPORT (EGLL) - NORTH-ERN RUNWAY 09L/27R RESURFACING WORKS 2026	AD	28 MAY 2026 - UFN
050/2026	MANCHESTER AIRPORT (EGCC) - CRANE OPER-ATING IN THE VICINITY OF THE AIRPORT	AD	28 MAY 2026 - UFN
056/2026	NORWICH AIRPORT (EGSH) - TAXIWAY ALPHA CLOSURE	AD	25 JUN 2026 - UFN
057/2026	EXETER AIRPORT (EGTE) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	25 JUN 2026 - UFN
059/2026	TEMPORARY RESERVED AREA (TEESSIDE IN-TERNATIONAL AIRPORT): PRIME AIR BVLOS TRIAL, 25 JUNE - 18 DECEMBER 2026 - REPLAC-ES 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 OPERAT-ING IN THE VICINITY OF THE AIRPORT	AD	25 JUN 2026 - UFN
062/2026	DUXFORD AIRPORT (EGSU) - CRANE OPERAT-ING IN THE VICINITY OF THE AIRPORT	AD	25 JUN 2026 - UFN
064/2026	EDINBURGH AIRPORT (EGPH) - STAND 4A TEM-PORARY 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 AVAILABIL-ITY	AD	23 JUL 2026 - UFN
075/2026	HORNSEA THREE OFFSHORE WIND FARM DE-VELOPMENT (HARTLEPOOL), 01 OCTOBER 2026 - 30 NOVEMBER 2027	ENR	23 JUL 2026 - UFN
076/2026	HORNSEA THREE OFFSHORE WIND FARM DE-VELOPMENT (HULL), 01 OCTOBER 2026 - 30 NO-VEMBER 2027	ENR	23 JUL 2026 - UFN
078/2026	SOUTHAMPTON AIRPORT (EGHI) - CRANE OP-ERATING 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
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 AIR-PORT	AD	23 JUL 2026 - UFN
085/2026	YEOVIL/WESTLAND AIRPORT (EGHG) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	23 JUL 2026 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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
104/2026	LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE (NO. 2) 2026 - REPLACES SUP 010/2026 AS OF 25 OCTOBER 2026	AD	17 SEP 2026 - UFN
105/2026	EDINBURGH AIRPORT (EGPF) - STAND 26 CLOSURE	AD	17 SEP 2026 - UFN
106/2026	LONDON GATWICK AIRPORT (EGKK) - PROVISION OF NEW REMOTE PARKING STANDS RS1 TO RS4	AD	17 SEP 2026 - UFN
107/2026	TEMPORARY DANGER AREA EGD598 (EMBLETON, NORTHUMBRIA) BVLOS RPAS OPERATIONS TRIALS, 17 SEPTEMBER 2026 - 16 DECEMBER 2026	ENR	17 SEP 2026 - UFN
108/2026	TEMPORARY DANGER AREA EGD496 (SOUTHERN NORTH SEA) BVLOS RPAS OPERATIONS, 01 SEPTEMBER - 30 NOVEMBER 2026	ENR	17 SEP 2026 - UFN
109/2026	TEMPORARY DANGER AREA EGD098 (ENGLISH CHANNEL) RPAS OPERATIONS, 01 OCTOBER 2026 - 01 APRIL 2027 - REPLACES AIC Y 019/2026 AS OF 01 OCTOBER 2026	ENR	17 SEP 2026 - UFN
110/2026	BIRMINGHAM AIRPORT (EGBB) - WINTER MAINTENANCE RWY CLOSURES 02 NOVEMBER - 05 DECEMBER 2026	AD	17 SEP 2026 - UFN
111/2026	LONDON GATWICK AIRPORT (EGKK) - RECONFIGURATION OF STANDS 15, 17, 19 AND 21	AD	17 SEP 2026 - UFN
112/2026	EXETER AIRPORT (EGTE) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	17 SEP 2026 - UFN

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GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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
126/2026	MANCHESTER BARTON AIRPORT (EGCB) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	12 NOV 2026 - UFN
127/2026	MANCHESTER BARTON AIRPORT (EGCB) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	12 NOV 2026 - UFN
128/2026	OXFORD AIRPORT (EGTK) - TAXIWAY FOXTROT CLOSURE	AD	12 NOV 2026 - UFN
129/2026	OXFORD AIRPORT (EGTK) - TAXIWAY PAPA CLOSURE	AD	12 NOV 2026 - UFN
130/2026	TRAFFIC DISTRIBUTION RULES 1991 FOR AIRPORTS SERVING THE LONDON AREA - REPLACES SUP 037/2026	AD	12 NOV 2026 - UFN
131/2026	TEMPORARY DANGER AREA (CHORLEY), BVLOS RPAS OPERATIONS - REPLACES SUP 051/2026	ENR	12 NOV 2026 - UFN
132/2026	TEMPORARY DANGER AREA TDA170 (GUILDFORD), BVLOS RPAS OPERATIONS, 12 NOVEMBER - 09 DECEMBER 2026	ENR	12 NOV 2026 - UFN
133/2026	EAST MIDLANDS AIRPORT (EGNX) - TANGO TAXILANE WINTER CLOSURE	AD	12 NOV 2026 - UFN
134/2026	TEMPORARY DANGER AREA LONDON (EGD196A) LONDON HEALTH BRIDGE, BVLOS UAS DELIVERY OPERATIONS, 12 NOVEMBER 2026 - 04 FEBRUARY 2027	ENR	12 NOV 2026 - UFN
135/2026	TEMPORARY DANGER AREA EGD789 (CENTRAL NORTH SEA - NORTH) BVLOS OPERATIONS - REPLACES SUP 080/2026	ENR	12 NOV 2026 - UFN
136/2026	LEEDS BRADFORD AIRPORT (EGNM) - STAND 1 CLOSURE	AD	12 NOV 2026 - UFN

GEN 0.4 CHECKLIST OF AIP PAGES

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1.2-13	11 Jun 2026	1.7-14	6 Aug 2026	2.2-2	29 Oct 2026	3.3-7	18 Apr 2024
1.2-14	11 Jun 2026	1.7-15	6 Aug 2026	2.2-3	29 Oct 2026	3.3-8	18 Apr 2024
1.2-15	14 May 2026	1.7-16	6 Aug 2026	2.2-4	29 Oct 2026	3.3-9	18 Apr 2024
1.2-16	14 May 2026	1.7-17	6 Aug 2026	2.2-5	29 Oct 2026	3.3-10	11 Jun 2026
1.2-17	14 May 2026	1.7-18	6 Aug 2026	2.2-6	29 Oct 2026	3.4-1	30 Oct 2025
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1.3-2	21 Jun 2018	1.7-20	6 Aug 2026	2.2-8	29 Oct 2026	3.4-3	30 Oct 2025

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3.4-7	30 Oct 2025
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3.4-9	30 Oct 2025
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3.5-1	3 Sep 2026
3.5-2	17 Jun 2021
3.5-3	11 Aug 2022
3.5-4	17 Jun 2021
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3.5-9	25 Mar 2021
3.5-10	25 Mar 2021
3.5-11	4 Nov 2021
3.5-12	4 Nov 2021
3.5-13	11 Aug 2022
3.5-14	11 Aug 2022
3.5-15	11 Aug 2022
3.5-16	4 Nov 2021
3.5-17	4 Nov 2021
3.5-18	13 Jul 2023
3.5-19	13 Jul 2023
3.5-20	4 Nov 2021
3.5-21	30 Oct 2025
3.5-22	4 Nov 2021
3.5-23	4 Nov 2021
3.5-24	4 Nov 2021
3.5-25	4 Nov 2021
3.5-26	30 Oct 2025
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3.5-28	30 Oct 2025
3.5-29	30 Oct 2025
3.5-30	30 Oct 2025
3.5-31	30 Oct 2025
3.5-32	30 Oct 2025
3.5-33	30 Oct 2025
3.5-34	27 Nov 2025
3.5-35	27 Nov 2025
3.5-36	30 Oct 2025
3.5-37	30 Oct 2025
3.6-1	1 Dec 2022
3.6-2	28 Nov 2024
3.6-3	28 Nov 2024
3.6-4	28 Nov 2024
3.6-5	28 Nov 2024
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3.6-7	1 Dec 2022
3.6-8	1 Dec 2022
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1.1-9	29 Oct 2026
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1.1-12	29 Oct 2026
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1.5-4	10 Aug 2023
1.6-1	29 Oct 2026
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1.6-5	6 Aug 2026
1.6-6	6 Aug 2026
1.6-7	6 Aug 2026
1.6-8	29 Oct 2026
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1.6-19	6 Aug 2026
1.6-20	6 Aug 2026
1.6-21	6 Aug 2026
1.6-22	6 Aug 2026
1.6-23	6 Aug 2026
1.6-24	6 Aug 2026
1.6-25	6 Aug 2026
1.7-1	23 Apr 2020
1.7-2	4 Sep 2025
1.7-3	23 Apr 2020
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1.9-6	14 Jul 2022
1.9-7	14 Jul 2022
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1.10-5	21 Jun 2018	2.1-30	1 Oct 2026	2.1-84	1 Oct 2026	2.2-22	1 Oct 2026
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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
1.10-8	12 Jun 2025	2.1-33	1 Oct 2026	2.1-87	1 Oct 2026	2.2-25	1 Oct 2026
1.10-9	12 Jun 2025	2.1-34	1 Oct 2026	2.1-88	1 Oct 2026	2.2-26	1 Oct 2026
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1.10-11	12 Jun 2025	2.1-36	1 Oct 2026	2.1-90	1 Oct 2026	* 2.2-28	24 Dec 2026
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1.10-14	27 Jan 2022	2.1-39	1 Oct 2026	2.1-93	29 Oct 2026	2.2-31	1 Oct 2026
1.10-15	22 Feb 2024	2.1-40	1 Oct 2026	2.1-94	1 Oct 2026	2.2-32	1 Oct 2026
1.10-16	22 Feb 2024	2.1-41	1 Oct 2026	2.1-95	1 Oct 2026	2.2-33	1 Oct 2026
1.10-17	22 Feb 2024	2.1-42	1 Oct 2026	2.1-96	1 Oct 2026	2.2-34	1 Oct 2026
1.10-18	22 Feb 2024	2.1-43	1 Oct 2026	2.1-97	1 Oct 2026	2.2-35	1 Oct 2026
1.10-19	22 Feb 2024	2.1-44	1 Oct 2026	2.1-98	1 Oct 2026	* 2.2-36	24 Dec 2026
1.10-20	10 Sep 2020	2.1-45	1 Oct 2026	2.1-99	1 Oct 2026	* 2.2-37	24 Dec 2026
1.10-21	22 Feb 2024	2.1-46	1 Oct 2026	2.1-100	1 Oct 2026	* 2.2-38	24 Dec 2026
1.10-22	27 Jan 2022	2.1-47	1 Oct 2026	2.1-101	1 Oct 2026	* 2.2-39	24 Dec 2026
1.11-1	11 Jun 2026	2.1-48	1 Oct 2026	2.1-102	1 Oct 2026	* 2.2-40	24 Dec 2026
1.12-1	21 Jun 2018	2.1-49	1 Oct 2026	2.1-103	1 Oct 2026	* 2.2-41	24 Dec 2026
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1.13-1	24 May 2018	2.1-51	1 Oct 2026	2.1-105	1 Oct 2026	* 2.2-43	24 Dec 2026
1.14-1	12 Jun 2025	2.1-52	1 Oct 2026	2.1-106	1 Oct 2026	* 2.2-44	24 Dec 2026
1.14-2	12 Jun 2025	2.1-53	1 Oct 2026	2.1-107	1 Oct 2026	* 2.2-45	24 Dec 2026
1.14-3	12 Jun 2025	2.1-54	1 Oct 2026	2.1-108	1 Oct 2026	* 2.2-46	24 Dec 2026
* 2.1-1	24 Dec 2026	2.1-55	1 Oct 2026	2.1-109	1 Oct 2026	* 2.2-47	24 Dec 2026
2.1-2	2 Oct 2025	2.1-56	1 Oct 2026	2.1-110	1 Oct 2026	* 2.2-48	24 Dec 2026
* 2.1-3	24 Dec 2026	2.1-57	1 Oct 2026	2.1-111	1 Oct 2026	* 2.2-49	24 Dec 2026
2.1-4	1 Oct 2026	2.1-58	1 Oct 2026	* 2.1-112	24 Dec 2026	* 2.2-50	24 Dec 2026
2.1-5	26 Nov 2026	2.1-59	1 Oct 2026	* 2.1-113	24 Dec 2026	* 2.2-51	24 Dec 2026
2.1-6	26 Nov 2026	2.1-60	1 Oct 2026	* 2.1-114	24 Dec 2026	* 2.2-52	24 Dec 2026
2.1-7	26 Nov 2026	2.1-61	1 Oct 2026	* 2.1-115	24 Dec 2026	* 2.2-53	24 Dec 2026
2.1-8	1 Oct 2026	2.1-62	1 Oct 2026	* 2.1-116	24 Dec 2026	* 2.2-54	24 Dec 2026
2.1-9	1 Oct 2026	2.1-63	1 Oct 2026	2.2-1	26 Nov 2026	* 2.2-55	24 Dec 2026
2.1-10	1 Oct 2026	2.1-64	1 Oct 2026	2.2-2	1 Oct 2026	* 2.2-56	24 Dec 2026
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2.1-13	1 Oct 2026	2.1-67	1 Oct 2026	2.2-5	1 Oct 2026	2.2-59	1 Oct 2026
2.1-14	1 Oct 2026	2.1-68	1 Oct 2026	2.2-6	26 Nov 2026	3.1-1	24 Feb 2022
2.1-15	1 Oct 2026	* 2.1-69	24 Dec 2026	2.2-7	1 Oct 2026	3.2-1	1 Oct 2026
2.1-16	1 Oct 2026	2.1-70	1 Oct 2026	2.2-8	1 Oct 2026	3.2-2	1 Oct 2026
2.1-17	1 Oct 2026	2.1-71	1 Oct 2026	2.2-9	1 Oct 2026	3.2-3	1 Oct 2026
2.1-18	1 Oct 2026	2.1-72	1 Oct 2026	2.2-10	1 Oct 2026	3.2-4	1 Oct 2026
2.1-19	1 Oct 2026	2.1-73	1 Oct 2026	2.2-11	1 Oct 2026	3.2-5	1 Oct 2026
2.1-20	1 Oct 2026	2.1-74	1 Oct 2026	2.2-12	1 Oct 2026	3.2-6	1 Oct 2026
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2.1-22	1 Oct 2026	2.1-76	1 Oct 2026	2.2-14	1 Oct 2026	3.2-8	1 Oct 2026
2.1-23	1 Oct 2026	2.1-77	1 Oct 2026	2.2-15	26 Nov 2026	3.2-9	1 Oct 2026
2.1-24	1 Oct 2026	2.1-78	1 Oct 2026	2.2-16	26 Nov 2026	3.2-10	1 Oct 2026
2.1-25	1 Oct 2026	2.1-79	1 Oct 2026	2.2-17	26 Nov 2026	3.2-11	1 Oct 2026
2.1-26	1 Oct 2026	2.1-80	1 Oct 2026	2.2-18	26 Nov 2026	3.2-12	29 Oct 2026
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3.2-16	1 Oct 2026	3.2-70	1 Oct 2026	3.2-124	1 Oct 2026	3.2-178	1 Oct 2026
3.2-17	1 Oct 2026	3.2-71	1 Oct 2026	3.2-125	1 Oct 2026	3.2-179	1 Oct 2026
3.2-18	1 Oct 2026	3.2-72	1 Oct 2026	3.2-126	1 Oct 2026	3.2-180	1 Oct 2026
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3.2-20	1 Oct 2026	3.2-74	1 Oct 2026	3.2-128	1 Oct 2026	3.2-182	1 Oct 2026
3.2-21	1 Oct 2026	3.2-75	1 Oct 2026	3.2-129	1 Oct 2026	3.2-183	1 Oct 2026
3.2-22	1 Oct 2026	3.2-76	1 Oct 2026	3.2-130	1 Oct 2026	3.2-184	1 Oct 2026
3.2-23	1 Oct 2026	3.2-77	1 Oct 2026	3.2-131	1 Oct 2026	3.2-185	1 Oct 2026
3.2-24	1 Oct 2026	3.2-78	1 Oct 2026	3.2-132	1 Oct 2026	3.2-186	1 Oct 2026
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3.2-233	1 Oct 2026	4.4-10	1 Oct 2026	5.1-39	29 Oct 2026	5.1-93	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
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3.2-237	1 Oct 2026	4.4-14	1 Oct 2026	5.1-43	29 Oct 2026	5.1-97	26 Nov 2026
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2.EGBB-8-3	11 Jun 2026	* 2.EGHH-2-1	24 Dec 2026	2.EGGD-8-7	3 Sep 2026	* 2.EGFF-9	24 Dec 2026
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* 2.EGLK-5	24 Dec 2026	2.EGHH-8-2	3 Sep 2026	2.EGSC-3	1 Oct 2026	2.EGFF-6-3	3 Sep 2026
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2.EGLK-10	26 Nov 2026	2.EGGD-1	1 Oct 2026	* 2.EGSC-8	24 Dec 2026	2.EGFF-7-5	3 Sep 2026
2.EGLK-11	26 Nov 2026	2.EGGD-2	1 Oct 2026	* 2.EGSC-9	24 Dec 2026	2.EGFF-7-6	3 Sep 2026
2.EGLK-12	26 Nov 2026	2.EGGD-3	26 Nov 2026	* 2.EGSC-10	24 Dec 2026	2.EGFF-7-7	1 Oct 2026
* 2.EGLK-2-1	24 Dec 2026	2.EGGD-4	10 Jul 2025	* 2.EGSC-11	24 Dec 2026	2.EGFF-7-8	6 Aug 2026
* 2.EGLK-2-2	24 Dec 2026	* 2.EGGD-5	24 Dec 2026	* 2.EGSC-12	24 Dec 2026	2.EGFF-7-9	6 Aug 2026
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* 2.EGNH-4	24 Dec 2026	* 2.EGGD-9	24 Dec 2026	2.EGSC-5-1	11 Jun 2026	* 2.EGFF-8-3	24 Dec 2026
* 2.EGNH-5	24 Dec 2026	2.EGGD-10	3 Sep 2026	2.EGSC-8-1	11 Jun 2026	* 2.EGFF-8-4	24 Dec 2026
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* 2.EGEY-3	24 Dec 2026	2.EGPN-5	26 Nov 2026	* 2.EGNX-2-2	24 Dec 2026	2.EGPH-2-3	6 Aug 2026
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* 2.EGHA-3	24 Dec 2026	2.EGPN-4-1	28 Apr 2016	2.EGNX-7-1	3 Sep 2026	2.EGPH-7-1	11 Jun 2026
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2.EGHA-4-1	25 Jan 2024	2.EGPN-8-4	3 Sep 2026	2.EGNX-7-5	3 Sep 2026	2.EGPH-7-5	11 Jun 2026
2.EGTC-1	26 Nov 2026	2.EGPN-8-5	9 Jul 2026	2.EGNX-7-6	3 Sep 2026	2.EGPH-7-6	11 Jun 2026
* 2.EGTC-2	24 Dec 2026	2.EGPN-8-6	9 Jul 2026	2.EGNX-7-7	3 Sep 2026	2.EGPH-7-7	11 Jun 2026
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2.EGTC-4	1 Oct 2026	2.EGTU-1	1 Oct 2026	2.EGNX-7-9	3 Sep 2026	2.EGPH-8-2	29 Oct 2026
* 2.EGTC-5	24 Dec 2026	2.EGTU-2	1 Oct 2026	2.EGNX-7-10	3 Sep 2026	2.EGPH-8-3	11 Jun 2026
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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
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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	24 Dec 2026	2.EGNX-8-6	3 Sep 2026	2.EGTR-4	29 Oct 2026
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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.EGTE-8	24 Dec 2026	2.EGLF-13	9 Jul 2026	* 2.EGPF-12	24 Dec 2026	2.EGBJ-8-2	1 Oct 2026
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* 2.EGTF-3	24 Dec 2026	2.EGLF-8-5	22 Jan 2026	2.EGPF-8-2	26 Nov 2026	2.EGJB-6-7	16 Apr 2026
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2.EGTF-10	1 Oct 2026	2.EGCL-3	1 Oct 2026	2.EGPF-8-9	26 Nov 2026	2.EGJB-8-4	19 Feb 2026
2.EGTF-2-1	19 Feb 2026	2.EGCL-4	26 Nov 2026	2.EGPF-8-10	26 Nov 2026	2.EGJB-8-5	3 Sep 2026
2.EGTF-2-2	2 Oct 2025	2.EGCL-5	22 Jan 2026	2.EGBJ-1	1 Oct 2026	2.EGJB-8-6	3 Sep 2026

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2.EGJB-8-8	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-8-9	19 Feb 2026	* 2.EGPE-1	24 Dec 2026	* 2.EGNS-2-1	24 Dec 2026	2.EGJJ-7-5	16 Apr 2026
2.EGJB-8-10	8 Oct 2020	* 2.EGPE-2	24 Dec 2026	2.EGNS-2-2	26 Nov 2026	2.EGJJ-7-6	29 Oct 2026
2.EGJB-8-11	19 Feb 2026	* 2.EGPE-3	24 Dec 2026	* 2.EGNS-5-1	24 Dec 2026	2.EGJJ-7-7	29 Oct 2026
2.EGJB-8-12	8 Oct 2020	* 2.EGPE-4	24 Dec 2026	2.EGNS-8-1	3 Sep 2026	2.EGJJ-7-8	29 Oct 2026
2.EGFE-1	1 Oct 2026	* 2.EGPE-5	24 Dec 2026	2.EGNS-8-2	3 Sep 2026	2.EGJJ-7-9	29 Oct 2026
2.EGFE-2	26 Nov 2026	* 2.EGPE-6	24 Dec 2026	2.EGNS-8-3	3 Sep 2026	2.EGJJ-7-10	29 Oct 2026
2.EGFE-3	26 Nov 2026	* 2.EGPE-7	24 Dec 2026	2.EGNS-8-4	3 Sep 2026	2.EGJJ-7-11	29 Oct 2026
* 2.EGFE-4	24 Dec 2026	* 2.EGPE-8	24 Dec 2026	2.EGNS-8-5	3 Sep 2026	2.EGJJ-7-12	29 Oct 2026
2.EGFE-5	26 Nov 2026	* 2.EGPE-9	24 Dec 2026	2.EGNS-8-6	3 Sep 2026	2.EGJJ-7-13	29 Oct 2026
2.EGFE-6	1 Oct 2026	* 2.EGPE-10	24 Dec 2026	2.EGNS-8-7	3 Sep 2026	2.EGJJ-7-14	29 Oct 2026
2.EGFE-2-1	26 Nov 2026	* 2.EGPE-11	24 Dec 2026	2.EGNS-8-8	3 Sep 2026	2.EGJJ-8-1	19 Feb 2026
2.EGNR-1	1 Oct 2026	* 2.EGPE-2-1	24 Dec 2026	2.EGNS-8-9	3 Sep 2026	2.EGJJ-8-2	19 Feb 2026
2.EGNR-2	26 Nov 2026	* 2.EGPE-2-2	24 Dec 2026	2.EGNS-8-10	3 Sep 2026	* 2.EGJJ-8-3	24 Dec 2026
2.EGNR-3	26 Nov 2026	* 2.EGPE-5-1	24 Dec 2026	2.EGJJ-1	1 Oct 2026	2.EGJJ-8-4	19 Feb 2026
* 2.EGNR-4	24 Dec 2026	* 2.EGPE-8-1	24 Dec 2026	2.EGJJ-2	1 Oct 2026	2.EGJJ-8-5	19 Feb 2026
2.EGNR-5	26 Nov 2026	* 2.EGPE-8-2	24 Dec 2026	2.EGJJ-3	26 Nov 2026	2.EGJJ-8-6	9 Jul 2026
* 2.EGNR-6	24 Dec 2026	* 2.EGPE-8-3	24 Dec 2026	2.EGJJ-4	26 Nov 2026	2.EGJJ-8-7	9 Jul 2026
* 2.EGNR-7	24 Dec 2026	* 2.EGPE-8-4	24 Dec 2026	* 2.EGJJ-5	24 Dec 2026	* 2.EGJJ-8-8	24 Dec 2026
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* 2.EGNR-10	24 Dec 2026	* 2.EGPE-8-7	24 Dec 2026	2.EGJJ-8	26 Nov 2026	2.EGJJ-8-11	29 Oct 2026
* 2.EGNR-11	24 Dec 2026	* 2.EGPE-8-8	24 Dec 2026	* 2.EGJJ-9	24 Dec 2026	2.EGJJ-8-12	8 Oct 2020
2.EGNR-2-1	26 Nov 2026	* 2.EGPE-8-9	24 Dec 2026	* 2.EGJJ-10	24 Dec 2026	2.EGJJ-8-13	29 Oct 2026
2.EGNR-5-1	30 Oct 2025	* 2.EGPE-8-10	24 Dec 2026	* 2.EGJJ-11	24 Dec 2026	2.EGJJ-8-14	8 Oct 2020
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2.EGNR-8-4	3 Sep 2026	* 2.EGPE-8-14	24 Dec 2026	* 2.EGJJ-15	24 Dec 2026	* 2.EGBP-4	24 Dec 2026
2.EGNR-8-5	3 Sep 2026	* 2.EGPE-8-15	24 Dec 2026	* 2.EGJJ-16	24 Dec 2026	* 2.EGBP-5	24 Dec 2026
2.EGNR-8-6	3 Sep 2026	* 2.EGPE-8-16	24 Dec 2026	* 2.EGJJ-17	24 Dec 2026	* 2.EGBP-6	24 Dec 2026
2.EGNR-8-7	3 Sep 2026	2.EGPI-1	1 Oct 2026	2.EGJJ-2-1	26 Nov 2026	* 2.EGBP-7	24 Dec 2026
2.EGNR-8-8	3 Sep 2026	* 2.EGPI-2	24 Dec 2026	2.EGJJ-2-2	26 Nov 2026	* 2.EGBP-8	24 Dec 2026
2.EGNJ-1	1 Oct 2026	* 2.EGPI-3	24 Dec 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	24 Dec 2026	2.EGJJ-6-1	16 Apr 2026	2.EGBP-8-1	16 Apr 2026
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* 2.EGNJ-5	24 Dec 2026	2.EGPI-7	3 Sep 2026	2.EGJJ-6-3	16 Apr 2026	2.EGBP-8-3	16 Apr 2026
* 2.EGNJ-6	24 Dec 2026	* 2.EGPI-2-1	24 Dec 2026	2.EGJJ-6-4	16 Apr 2026	2.EGBP-8-4	16 Apr 2026
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* 2.EGNJ-10	24 Dec 2026	2.EGPI-8-4	19 Mar 2026	2.EGJJ-6-8	29 Oct 2026	* 2.EGPA-4	24 Dec 2026
* 2.EGNJ-11	24 Dec 2026	2.EGNS-1	1 Oct 2026	2.EGJJ-6-9	29 Oct 2026	* 2.EGPA-5	24 Dec 2026
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2.EGNJ-5-1	26 Nov 2026	* 2.EGNS-4	24 Dec 2026	2.EGJJ-6-12	29 Oct 2026	2.EGPA-8	1 Oct 2026
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2.EGNJ-8-2	25 Dec 2025	2.EGNS-6	26 Nov 2026	2.EGJJ-6-14	29 Oct 2026	2.EGPA-10	22 Jan 2026
2.EGNJ-8-3	25 Dec 2025	* 2.EGNS-7	24 Dec 2026	2.EGJJ-6-15	29 Oct 2026	2.EGPA-2-1	26 Nov 2026
2.EGNJ-8-4	25 Dec 2025	* 2.EGNS-8	24 Dec 2026	2.EGJJ-6-16	29 Oct 2026	2.EGPA-8-1	3 Sep 2026
2.EGNJ-8-5	25 Dec 2025	2.EGNS-9	1 Oct 2026	2.EGJJ-7-1	16 Apr 2026	2.EGPA-8-2	3 Sep 2026
2.EGNJ-8-6	25 Dec 2025	2.EGNS-10	1 Oct 2026	2.EGJJ-7-2	16 Apr 2026	2.EGPA-8-3	3 Sep 2026

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2.EGPA-8-5	3 Sep 2026	* 2.EGNM-10	24 Dec 2026	* 2.EGGP-7	24 Dec 2026	2.EGLC-2-2	11 Jun 2026
2.EGPA-8-6	3 Sep 2026	* 2.EGNM-11	24 Dec 2026	2.EGGP-8	26 Nov 2026	2.EGLC-4-1	26 Nov 2026
2.EGPA-8-7	3 Sep 2026	* 2.EGNM-12	24 Dec 2026	* 2.EGGP-9	24 Dec 2026	2.EGLC-5-1	26 Nov 2026
2.EGPA-8-8	3 Sep 2026	* 2.EGNM-13	24 Dec 2026	2.EGGP-10	29 Oct 2026	2.EGLC-6-1	26 Nov 2026
2.EGPA-8-9	3 Sep 2026	* 2.EGNM-14	24 Dec 2026	* 2.EGGP-11	24 Dec 2026	2.EGLC-6-2	26 Nov 2026
2.EGPA-8-10	3 Sep 2026	* 2.EGNM-15	24 Dec 2026	2.EGGP-12	1 Oct 2026	2.EGLC-6-3	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-6-4	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-6-5	26 Nov 2026
2.EGPA-8-13	3 Sep 2026	2.EGNM-5-1	26 Nov 2026	2.EGGP-15	1 Oct 2026	2.EGLC-6-6	26 Nov 2026
2.EGPA-8-14	3 Sep 2026	2.EGNM-6-1	9 Jul 2026	2.EGGP-16	1 Oct 2026	2.EGLC-6-7	26 Nov 2026
2.EGPA-8-15	3 Sep 2026	2.EGNM-6-2	9 Jul 2026	2.EGGP-17	1 Oct 2026	2.EGLC-6-8	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-7-1	24 Dec 2026
2.EGHC-1	1 Oct 2026	2.EGNM-8-2	26 Nov 2026	2.EGGP-19	1 Oct 2026	* 2.EGLC-7-2	24 Dec 2026
2.EGHC-2	26 Nov 2026	2.EGNM-8-3	26 Nov 2026	2.EGGP-2-1	26 Nov 2026	2.EGLC-7-3	26 Nov 2026
* 2.EGHC-3	24 Dec 2026	2.EGNM-8-4	26 Nov 2026	2.EGGP-2-2	26 Nov 2026	* 2.EGLC-7-4	24 Dec 2026
2.EGHC-4	1 Oct 2026	2.EGNM-8-5	26 Nov 2026	2.EGGP-4-1	29 Oct 2026	* 2.EGLC-7-5	24 Dec 2026
* 2.EGHC-5	24 Dec 2026	2.EGNM-8-6	26 Nov 2026	2.EGGP-5-1	29 Oct 2026	2.EGLC-7-6	26 Nov 2026
2.EGHC-6	29 Oct 2026	2.EGNM-8-7	26 Nov 2026	2.EGGP-6-1	29 Oct 2026	2.EGLC-7-7	26 Nov 2026
2.EGHC-7	1 Oct 2026	2.EGNM-8-8	26 Nov 2026	2.EGGP-6-2	29 Oct 2026	2.EGLC-7-8	26 Nov 2026
2.EGHC-8	1 Oct 2026	2.EGNM-8-9	26 Nov 2026	2.EGGP-6-3	29 Oct 2026	2.EGLC-7-9	26 Nov 2026
2.EGHC-2-1	11 Jun 2026	2.EGCM-1	1 Oct 2026	2.EGGP-6-4	29 Oct 2026	2.EGLC-7-10	26 Nov 2026
2.EGHC-2-2	11 Jun 2026	2.EGCM-2	29 Oct 2026	2.EGGP-6-5	29 Oct 2026	2.EGLC-7-11	26 Nov 2026
2.EGHC-3-1	19 Feb 2026	* 2.EGCM-3	24 Dec 2026	2.EGGP-7-1	29 Oct 2026	2.EGLC-7-12	26 Nov 2026
2.EGHC-8-1	3 Sep 2026	* 2.EGCM-4	24 Dec 2026	2.EGGP-7-2	29 Oct 2026	2.EGLC-7-13	26 Nov 2026
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2.EGHC-8-5	3 Sep 2026	2.EGCM-8	25 Dec 2025	2.EGGP-7-6	29 Oct 2026	2.EGLC-7-17	26 Nov 2026
2.EGHC-8-6	3 Sep 2026	2.EGCM-2-1	29 Oct 2026	2.EGGP-7-7	29 Oct 2026	2.EGLC-7-18	26 Nov 2026
2.EGHC-8-7	3 Sep 2026	2.EGCM-8-1	22 Jan 2026	2.EGGP-8-1	29 Oct 2026	2.EGLC-7-19	26 Nov 2026
2.EGHC-8-8	3 Sep 2026	2.EGCM-8-2	22 Jan 2026	2.EGGP-8-2	29 Oct 2026	2.EGLC-8-1	26 Nov 2026
2.EGKH-1	1 Oct 2026	2.EGCM-8-3	22 Jan 2026	2.EGGP-8-3	29 Oct 2026	2.EGLC-8-2	26 Nov 2026
2.EGKH-2	1 Oct 2026	2.EGCM-8-4	22 Jan 2026	2.EGGP-8-4	29 Oct 2026	2.EGLC-8-3	26 Nov 2026
2.EGKH-3	1 Oct 2026	2.EGBG-1	1 Oct 2026	2.EGGP-8-5	29 Oct 2026	2.EGLC-8-4	26 Nov 2026
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2.EGKH-2-1	1 Oct 2026	2.EGBG-4	26 Nov 2026	2.EGGP-8-8	29 Oct 2026	2.EGKK-1	1 Oct 2026
2.EGHF-1	1 Oct 2026	2.EGBG-5	1 Oct 2026	2.EGGP-8-9	29 Oct 2026	2.EGKK-2	29 Oct 2026
2.EGHF-2	26 Nov 2026	2.EGBG-6	25 Dec 2025	2.EGGP-8-10	29 Oct 2026	2.EGKK-3	29 Oct 2026
* 2.EGHF-3	24 Dec 2026	2.EGBG-2-1	25 Dec 2025	2.EGGP-8-11	17 Jun 2021	2.EGKK-4	29 Oct 2026
2.EGHF-4	1 Oct 2026	2.EGET-1	1 Oct 2026	2.EGLC-1	1 Oct 2026	2.EGKK-5	29 Oct 2026
2.EGHF-5	26 Nov 2026	2.EGET-2	1 Oct 2026	2.EGLC-2	26 Nov 2026	2.EGKK-6	29 Oct 2026
2.EGHF-6	3 Sep 2026	2.EGET-3	1 Oct 2026	* 2.EGLC-3	24 Dec 2026	2.EGKK-7	29 Oct 2026
2.EGHF-7	3 Sep 2026	* 2.EGET-4	24 Dec 2026	* 2.EGLC-4	24 Dec 2026	* 2.EGKK-8	24 Dec 2026
2.EGHF-2-1	26 Nov 2026	2.EGET-5	26 Nov 2026	* 2.EGLC-5	24 Dec 2026	2.EGKK-9	29 Oct 2026
2.EGNM-1	1 Oct 2026	2.EGET-6	26 Nov 2026	* 2.EGLC-6	24 Dec 2026	2.EGKK-10	29 Oct 2026
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2.EGNM-3	26 Nov 2026	2.EGET-2-1	14 May 2026	* 2.EGLC-8	24 Dec 2026	2.EGKK-12	29 Oct 2026
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* 2.EGNM-7	24 Dec 2026	2.EGGP-4	1 Oct 2026	* 2.EGLC-12	24 Dec 2026	* 2.EGKK-16	24 Dec 2026
* 2.EGNM-8	24 Dec 2026	2.EGGP-5	1 Oct 2026	* 2.EGLC-13	24 Dec 2026	* 2.EGKK-17	24 Dec 2026

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2.EGKK-19	29 Oct 2026	2.EGKK-7-11	11 Jun 2026	* 2.EGLL-38	24 Dec 2026	2.EGLL-7-26	11 Jun 2026
2.EGKK-20	29 Oct 2026	2.EGKK-7-12	11 Jun 2026	* 2.EGLL-39	24 Dec 2026	2.EGLL-8-1	9 Jul 2026
2.EGKK-21	29 Oct 2026	2.EGKK-7-13	11 Jun 2026	* 2.EGLL-40	24 Dec 2026	2.EGLL-8-2	9 Jul 2026
2.EGKK-22	26 Nov 2026	2.EGKK-7-14	11 Jun 2026	* 2.EGLL-41	24 Dec 2026	2.EGLL-8-3	9 Jul 2026
2.EGKK-23	26 Nov 2026	2.EGKK-7-15	11 Jun 2026	* 2.EGLL-42	24 Dec 2026	2.EGLL-8-4	9 Jul 2026
2.EGKK-24	26 Nov 2026	2.EGKK-7-16	11 Jun 2026	* 2.EGLL-43	24 Dec 2026	2.EGLL-8-5	9 Jul 2026
2.EGKK-25	26 Nov 2026	2.EGKK-7-17	29 Oct 2026	2.EGLL-2-1	26 Nov 2026	2.EGLL-8-6	9 Jul 2026
2.EGKK-26	26 Nov 2026	2.EGKK-7-18	29 Oct 2026	2.EGLL-2-2	25 Dec 2025	2.EGLL-8-7	9 Jul 2026
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2.EGKK-2-4	6 Aug 2026	2.EGKK-8-9	11 Jun 2026	2.EGLL-2-11	25 Dec 2025	2.EGGW-3	26 Nov 2026
2.EGKK-2-5	6 Aug 2026	2.EGLL-1	1 Oct 2026	2.EGLL-2-12	25 Dec 2025	2.EGGW-4	26 Nov 2026
2.EGKK-2-6	6 Aug 2026	2.EGLL-2	26 Nov 2026	2.EGLL-3-1	22 Jan 2026	2.EGGW-5	26 Nov 2026
2.EGKK-4-1	11 Jun 2026	2.EGLL-3	26 Nov 2026	2.EGLL-3-2	22 Jan 2026	* 2.EGGW-6	24 Dec 2026
2.EGKK-4-2	23 Mar 2023	2.EGLL-4	26 Nov 2026	2.EGLL-4-1	01 May 2014	2.EGGW-7	26 Nov 2026
2.EGKK-5-1	29 Oct 2026	2.EGLL-5	26 Nov 2026	2.EGLL-5-1	22 Jan 2026	2.EGGW-8	26 Nov 2026
2.EGKK-6-1	11 Jun 2026	2.EGLL-6	26 Nov 2026	2.EGLL-5-2	31 Dec 2020	* 2.EGGW-9	24 Dec 2026
2.EGKK-6-2	11 Jun 2026	* 2.EGLL-7	24 Dec 2026	2.EGLL-6-1	29 Oct 2026	2.EGGW-10	26 Nov 2026
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2.EGKK-6-8	11 Jun 2026	* 2.EGLL-13	24 Dec 2026	2.EGLL-7-1	25 Dec 2025	* 2.EGGW-16	24 Dec 2026
2.EGKK-6-9	11 Jun 2026	* 2.EGLL-14	24 Dec 2026	2.EGLL-7-2	19 Feb 2026	* 2.EGGW-17	24 Dec 2026
2.EGKK-6-10	29 Oct 2026	* 2.EGLL-15	24 Dec 2026	2.EGLL-7-3	22 Jan 2026	* 2.EGGW-18	24 Dec 2026
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2.EGKK-6-15	11 Jun 2026	* 2.EGLL-20	24 Dec 2026	2.EGLL-7-8	22 Jan 2026	2.EGGW-2-2	26 Nov 2026
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2.EGKK-6-17	11 Jun 2026	* 2.EGLL-22	24 Dec 2026	2.EGLL-7-10	19 Mar 2026	2.EGGW-4-1	22 Jan 2026
2.EGKK-6-18	11 Jun 2026	* 2.EGLL-23	24 Dec 2026	2.EGLL-7-11	19 Mar 2026	2.EGGW-5-1	22 Jan 2026
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2.EGKK-6-20	11 Jun 2026	* 2.EGLL-25	24 Dec 2026	2.EGLL-7-13	25 Dec 2025	2.EGGW-6-2	26 Nov 2026
2.EGKK-6-21	11 Jun 2026	* 2.EGLL-26	24 Dec 2026	2.EGLL-7-14	25 Dec 2025	2.EGGW-6-3	26 Nov 2026
2.EGKK-6-22	11 Jun 2026	* 2.EGLL-27	24 Dec 2026	2.EGLL-7-15	25 Dec 2025	2.EGGW-6-4	26 Nov 2026
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2.EGKK-7-2	11 Jun 2026	* 2.EGLL-29	24 Dec 2026	2.EGLL-7-17	25 Dec 2025	2.EGGW-6-6	26 Nov 2026
2.EGKK-7-3	11 Jun 2026	* 2.EGLL-30	24 Dec 2026	2.EGLL-7-18	25 Dec 2025	* 2.EGGW-6-7	24 Dec 2026
2.EGKK-7-4	11 Jun 2026	* 2.EGLL-31	24 Dec 2026	2.EGLL-7-19	25 Dec 2025	* 2.EGGW-6-8	24 Dec 2026
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2.EGGW-7-12	22 Jan 2026	2.EGSS-6-9	1 Oct 2026	2.EGAE-8-11	19 Feb 2026	2.EGCC-6-3	6 Aug 2026
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2.EGNT-10	29 Oct 2026	2.EGAD-6	1 Oct 2026	2.EGTH-4	1 Oct 2026	2.EGPK-2-2	26 Nov 2026
2.EGNT-11	29 Oct 2026	2.EGAD-7	1 Oct 2026	2.EGTH-5	29 Oct 2026	2.EGPK-4-1	27 Nov 2025
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2.EGHQ-2-1	1 Oct 2026	2.EGEO-3	1 Oct 2026	2.EGPK-1	1 Oct 2026	2.EGKR-5	1 Oct 2026
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2.EGHQ-8-2	25 Dec 2025	* 2.EGEO-7	24 Dec 2026	* 2.EGPK-5	24 Dec 2026	* 2.EGKR-9	24 Dec 2026
2.EGHQ-8-3	25 Dec 2025	2.EGEO-2-1	26 Nov 2026	2.EGPK-6	26 Nov 2026	* 2.EGKR-10	24 Dec 2026
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2.EGTO-3	1 Oct 2026	2.EGKA-9	12 Jun 2025	2.EGMC-10	1 Oct 2026	* 2.EGPO-8	24 Dec 2026
2.EGTO-4	1 Oct 2026	2.EGKA-10	30 Oct 2025	2.EGMC-11	1 Oct 2026	2.EGPO-9	6 Aug 2026
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2.EGTO-7	25 Dec 2025	2.EGKA-4-1	13 Jul 2023	2.EGMC-14	1 Oct 2026	2.EGPO-2-1	26 Nov 2026
2.EGTO-8	25 Dec 2025	2.EGKA-8-1	25 Dec 2025	2.EGMC-2-1	3 Sep 2026	2.EGPO-8-1	9 Jul 2026
2.EGTO-2-1	25 Dec 2025	2.EGKA-8-2	25 Dec 2025	2.EGMC-2-2	3 Sep 2026	2.EGPO-8-2	9 Jul 2026
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
2.EGES-3	1 Oct 2026	2.EGCV-1	26 Nov 2026	2.EGMC-7-1	19 Feb 2026	2.EGPO-8-5	9 Jul 2026
2.EGES-4	1 Oct 2026	2.EGCV-2	1 Oct 2026	2.EGMC-7-2	19 Feb 2026	2.EGPO-8-6	9 Jul 2026
* 2.EGES-5	24 Dec 2026	2.EGCV-3	1 Oct 2026	* 2.EGMC-7-3	24 Dec 2026	2.EGPO-8-7	9 Jul 2026
* 2.EGES-6	24 Dec 2026	2.EGCV-4	26 Nov 2026	2.EGMC-7-4	19 Feb 2026	2.EGPO-8-8	9 Jul 2026
2.EGES-2-1	16 Apr 2026	2.EGCV-5	26 Nov 2026	2.EGMC-7-5	19 Feb 2026	2.EGPO-8-9	9 Jul 2026
2.EGHE-1	1 Oct 2026	2.EGCV-6	26 Nov 2026	2.EGMC-7-6	19 Feb 2026	2.EGPO-8-10	9 Jul 2026
2.EGHE-2	1 Oct 2026	2.EGCV-7	26 Nov 2026	2.EGMC-7-7	19 Feb 2026	2.EGER-1	1 Oct 2026
* 2.EGHE-3	24 Dec 2026	2.EGCV-2-1	2 Oct 2025	2.EGMC-8-1	29 Oct 2026	2.EGER-2	1 Oct 2026
2.EGHE-4	1 Oct 2026	2.EGHI-1	1 Oct 2026	2.EGMC-8-2	29 Oct 2026	2.EGER-3	1 Oct 2026
2.EGHE-5	1 Oct 2026	2.EGHI-2	26 Nov 2026	2.EGMC-8-3	29 Oct 2026	2.EGER-4	1 Oct 2026
* 2.EGHE-6	24 Dec 2026	* 2.EGHI-3	24 Dec 2026	2.EGMC-8-4	29 Oct 2026	* 2.EGER-5	24 Dec 2026
2.EGHE-7	1 Oct 2026	2.EGHI-4	26 Nov 2026	2.EGMC-8-5	29 Oct 2026	* 2.EGER-6	24 Dec 2026
2.EGHE-8	1 Oct 2026	* 2.EGHI-5	24 Dec 2026	2.EGMC-8-6	29 Oct 2026	2.EGER-2-1	16 Apr 2026
2.EGHE-2-1	9 Jul 2026	2.EGHI-6	26 Nov 2026	2.EGMC-8-7	29 Oct 2026	2.EGPB-1	1 Oct 2026
2.EGHE-3-1	19 Feb 2026	* 2.EGHI-7	24 Dec 2026	2.EGMC-8-8	29 Oct 2026	2.EGPB-2	26 Nov 2026
2.EGHE-8-1	19 Feb 2026	* 2.EGHI-8	24 Dec 2026	* 2.EGSY-1	24 Dec 2026	2.EGPB-3	1 Oct 2026
2.EGHE-8-2	19 Feb 2026	* 2.EGHI-9	24 Dec 2026	2.EGSY-2	29 Oct 2026	* 2.EGPB-4	24 Dec 2026
2.EGCJ-1	1 Oct 2026	2.EGHI-10	26 Nov 2026	* 2.EGSY-3	24 Dec 2026	2.EGPB-5	26 Nov 2026
2.EGCJ-2	1 Oct 2026	2.EGHI-11	26 Nov 2026	* 2.EGSY-4	24 Dec 2026	2.EGPB-6	1 Oct 2026
* 2.EGCJ-3	24 Dec 2026	2.EGHI-2-1	26 Nov 2026	2.EGSY-5	26 Nov 2026	* 2.EGPB-7	24 Dec 2026
2.EGCJ-4	1 Oct 2026	2.EGHI-2-2	26 Nov 2026	* 2.EGSY-6	24 Dec 2026	* 2.EGPB-8	24 Dec 2026
* 2.EGCJ-5	24 Dec 2026	2.EGHI-4-1	9 Jul 2026	* 2.EGSY-7	24 Dec 2026	2.EGPB-9	11 Jun 2026
* 2.EGCJ-6	24 Dec 2026	2.EGHI-5-1	9 Jul 2026	2.EGSY-8	1 Oct 2026	2.EGPB-10	11 Jun 2026
* 2.EGCJ-7	24 Dec 2026	2.EGHI-7-1	9 Jul 2026	2.EGSY-9	1 Oct 2026	2.EGPB-11	11 Jun 2026
* 2.EGCJ-8	24 Dec 2026	2.EGHI-7-2	9 Jul 2026	2.EGSY-10	1 Oct 2026	2.EGPB-2-1	26 Nov 2026
2.EGCJ-2-1	22 Jan 2026	2.EGHI-7-3	9 Jul 2026	2.EGSY-11	1 Oct 2026	2.EGPB-2-2	26 Nov 2026
2.EGCJ-8-1	22 Jan 2026	2.EGHI-7-4	9 Jul 2026	2.EGSY-2-1	26 Nov 2026	2.EGPB-3-1	14 May 2026
2.EGCJ-8-2	22 Jan 2026	2.EGHI-7-5	9 Jul 2026	2.EGSY-4-1	25 Dec 2025	2.EGPB-3-2	14 May 2026
2.EGCJ-8-3	22 Jan 2026	2.EGHI-7-6	9 Jul 2026	2.EGSY-5-1	26 Nov 2026	2.EGPB-5-1	14 May 2026
2.EGCJ-8-4	22 Jan 2026	2.EGHI-7-7	9 Jul 2026	2.EGSY-8-1	3 Sep 2026	2.EGPB-8-1	14 May 2026
2.EGBS-1	1 Oct 2026	2.EGHI-8-1	9 Jul 2026	2.EGSY-8-2	3 Sep 2026	2.EGPB-8-2	11 Jun 2026
2.EGBS-2	1 Oct 2026	2.EGHI-8-2	6 Aug 2026	2.EGSG-1	1 Oct 2026	2.EGPB-8-3	11 Jun 2026
* 2.EGBS-3	24 Dec 2026	2.EGHI-8-3	6 Aug 2026	2.EGSG-2	1 Oct 2026	2.EGPB-8-4	14 May 2026
2.EGBS-4	29 Oct 2026	2.EGHI-8-4	6 Aug 2026	2.EGSG-3	1 Oct 2026	2.EGPB-8-5	14 May 2026
2.EGBS-5	15 May 2025	2.EGHI-8-5	6 Aug 2026	2.EGSG-4	29 Oct 2026	2.EGPB-8-6	14 May 2026
2.EGBS-6	20 Mar 2025	2.EGHI-8-6	6 Aug 2026	2.EGSG-5	1 Oct 2026	2.EGPB-8-7	14 May 2026
2.EGBS-2-1	2 Oct 2025	2.EGMC-1	1 Oct 2026	2.EGSG-6	1 Oct 2026	2.EGPB-8-8	14 May 2026
2.EGKA-1	1 Oct 2026	2.EGMC-2	1 Oct 2026	2.EGSG-2-1	2 Oct 2025	2.EGPB-8-9	14 May 2026
2.EGKA-2	26 Nov 2026	2.EGMC-3	1 Oct 2026	2.EGPO-1	1 Oct 2026	2.EGPB-8-10	14 May 2026

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

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2.EGPB-8-11	14 May 2026	2.EGPU-7	1 Oct 2026	* 2.EGFA-3	24 Dec 2026	* 2.EGBO-6	24 Dec 2026
2.EGPB-8-12	14 May 2026	2.EGPU-2-1	26 Nov 2026	2.EGFA-4	29 Oct 2026	* 2.EGBO-7	24 Dec 2026
2.EGPB-8-13	14 May 2026	2.EGPU-8-1	11 Jun 2026	2.EGFA-5	29 Oct 2026	2.EGBO-2-1	6 Aug 2026
2.EGPB-8-14	14 May 2026	2.EGPU-8-2	11 Jun 2026	2.EGFA-6	29 Oct 2026	2.EGTB-1	1 Oct 2026
2.EGPB-8-15	14 May 2026	2.EGPU-8-3	25 Dec 2025	2.EGFA-2-1	26 Nov 2026	2.EGTB-2	1 Oct 2026
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
* 2.EGFH-3	24 Dec 2026	2.EGNL-2	26 Nov 2026	2.EGEW-3	1 Oct 2026	2.EGTB-5	1 Oct 2026
2.EGFH-4	26 Nov 2026	2.EGNL-3	1 Oct 2026	2.EGEW-4	1 Oct 2026	2.EGTB-6	1 Oct 2026
2.EGFH-5	26 Nov 2026	* 2.EGNL-4	24 Dec 2026	* 2.EGEW-5	24 Dec 2026	2.EGTB-7	1 Oct 2026
2.EGFH-6	26 Nov 2026	2.EGNL-5	26 Nov 2026	* 2.EGEW-6	24 Dec 2026	2.EGTB-2-1	11 Jun 2026
2.EGFH-2-1	26 Nov 2026	2.EGNL-6	29 Oct 2026	2.EGEW-2-1	16 Apr 2026	2.EGHG-1	1 Oct 2026
2.EGBM-1	1 Oct 2026	* 2.EGNL-7	24 Dec 2026	2.EGLM-1	1 Oct 2026	* 2.EGHG-2	24 Dec 2026
2.EGBM-2	1 Oct 2026	2.EGNL-8	22 Jan 2026	2.EGLM-2	1 Oct 2026	2.EGHG-3	1 Oct 2026
* 2.EGBM-3	24 Dec 2026	2.EGNL-9	22 Jan 2026	2.EGLM-3	1 Oct 2026	* 2.EGHG-4	24 Dec 2026
2.EGBM-4	26 Nov 2026	2.EGNL-2-1	26 Nov 2026	2.EGLM-4	1 Oct 2026	2.EGHG-5	1 Oct 2026
2.EGBM-5	1 Oct 2026	2.EGNL-8-1	30 Oct 2025	2.EGLM-5	26 Nov 2026	2.EGHG-6	1 Oct 2026
2.EGBM-6	1 Oct 2026	2.EGNL-8-2	30 Oct 2025	2.EGLM-6	6 Aug 2026	2.EGHG-2-1	11 Jun 2026
2.EGBM-2-1	27 Nov 2025	2.EGNL-8-3	30 Oct 2025	2.EGLM-7	6 Aug 2026	2.EGHG-8-1	3 Sep 2026
* 2.EGNV-1	24 Dec 2026	2.EGNL-8-4	30 Oct 2025	2.EGLM-2-1	6 Aug 2026	2.EGHG-8-2	3 Sep 2026
* 2.EGNV-2	24 Dec 2026	2.EGNL-8-5	30 Oct 2025	2.EGLM-4-1	22 Jan 2026	2.EGHG-8-3	3 Sep 2026
* 2.EGNV-3	24 Dec 2026	2.EGNL-8-6	30 Oct 2025	2.EGPC-1	1 Oct 2026	2.EGHG-8-4	3 Sep 2026
2.EGNV-4	26 Nov 2026	2.EGNL-8-7	30 Oct 2025	2.EGPC-2	26 Nov 2026	2.EGHG-8-5	3 Sep 2026
* 2.EGNV-5	24 Dec 2026	2.EGNL-8-8	30 Oct 2025	2.EGPC-3	26 Nov 2026	2.EGHG-8-6	3 Sep 2026
* 2.EGNV-6	24 Dec 2026	2.EGNO-1	26 Nov 2026	* 2.EGPC-4	24 Dec 2026	2.EGHG-8-7	3 Sep 2026
* 2.EGNV-7	24 Dec 2026	2.EGNO-2	29 Oct 2026	2.EGPC-5	1 Oct 2026	2.EGHG-8-8	3 Sep 2026
* 2.EGNV-8	24 Dec 2026	2.EGNO-3	29 Oct 2026	2.EGPC-6	26 Nov 2026	* 3.EGBC-1	24 Dec 2026
* 2.EGNV-9	24 Dec 2026	2.EGNO-4	1 Oct 2026	* 2.EGPC-7	24 Dec 2026	* 3.EGBC-2	24 Dec 2026
* 2.EGNV-10	24 Dec 2026	* 2.EGNO-5	24 Dec 2026	2.EGPC-8	28 Nov 2024	* 3.EGBC-3	24 Dec 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	24 Dec 2026	2.EGPC-2-1	26 Nov 2026	* 3.EGLW-1	24 Dec 2026
2.EGNV-5-1	30 Oct 2025	* 2.EGNO-9	24 Dec 2026	2.EGPC-8-1	19 Mar 2026	* 3.EGLW-2	24 Dec 2026
2.EGNV-8-1	30 Oct 2025	2.EGNO-10	30 Oct 2025	2.EGPC-8-2	19 Mar 2026	* 3.EGLW-3	24 Dec 2026
2.EGNV-8-2	30 Oct 2025	2.EGNO-11	30 Oct 2025	2.EGPC-8-3	19 Mar 2026	* 3.EGLW-4	24 Dec 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	24 Dec 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	24 Dec 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	24 Dec 2026
2.EGNV-8-6	30 Oct 2025	2.EGBW-1	1 Oct 2026	2.EGPC-8-7	19 Mar 2026	3.EGLW-2-1	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-4-1	16 Jun 2022
2.EGHO-1	1 Oct 2026	* 2.EGBW-3	24 Dec 2026	2.EGPC-8-9	19 Mar 2026	* 3.EGHK-1	24 Dec 2026
2.EGHO-2	1 Oct 2026	2.EGBW-4	1 Oct 2026	2.EGPC-8-10	19 Mar 2026	* 3.EGHK-2	24 Dec 2026
2.EGHO-3	1 Oct 2026	2.EGBW-5	26 Nov 2026	2.EGPC-8-11	19 Mar 2026	* 3.EGHK-3	24 Dec 2026
* 2.EGHO-4	24 Dec 2026	2.EGBW-6	1 Oct 2026	2.EGNW-1	1 Oct 2026	* 3.EGHK-4	24 Dec 2026
2.EGHO-5	29 Oct 2026	2.EGBW-2-1	2 Oct 2025	2.EGNW-2	1 Oct 2026	* 3.EGHK-5	24 Dec 2026
2.EGHO-6	19 Mar 2026	2.EGCW-1	1 Oct 2026	* 2.EGNW-3	24 Dec 2026	* 3.EGHK-6	24 Dec 2026
2.EGHO-7	19 Mar 2026	2.EGCW-2	1 Oct 2026	2.EGNW-4	26 Nov 2026	* 3.EGHK-7	24 Dec 2026
2.EGHO-2-1	19 Mar 2026	2.EGCW-3	1 Oct 2026	2.EGNW-5	1 Oct 2026	3.EGHK-2-1	26 Nov 2026
2.EGPU-1	1 Oct 2026	* 2.EGCW-4	24 Dec 2026	2.EGNW-2-1	27 Nov 2025	3.EGDP-1	1 Oct 2026
2.EGPU-2	26 Nov 2026	* 2.EGCW-5	24 Dec 2026	2.EGBO-1	1 Oct 2026	* 3.EGDP-2	24 Dec 2026
* 2.EGPU-3	24 Dec 2026	2.EGCW-6	23 Jan 2025	2.EGBO-2	1 Oct 2026	3.EGDP-3	1 Oct 2026
2.EGPU-4	26 Nov 2026	2.EGCW-2-1	2 Oct 2025	* 2.EGBO-3	24 Dec 2026	* 3.EGDP-4	24 Dec 2026
2.EGPU-5	26 Nov 2026	2.EGFA-1	1 Oct 2026	2.EGBO-4	1 Oct 2026	3.EGDP-5	26 Nov 2026
2.EGPU-6	1 Oct 2026	2.EGFA-2	26 Nov 2026	* 2.EGBO-5	24 Dec 2026	3.EGDP-6	3 Sep 2026

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

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3.EGDP-7	3 Sep 2026
3.EGDP-2-1	26 Nov 2026
3.EGDP-4-1	9 Jul 2026
* 3.EGHT-1	24 Dec 2026
* 3.EGHT-2	24 Dec 2026
* 3.EGHT-3	24 Dec 2026
3.EGHT-4	26 Nov 2026
3.EGHT-5	1 Oct 2026
3.EGHT-2-1	26 Nov 2026

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, TMA AND CTA

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON FIR 550000N 0050000E - 513000N 0020000E - 510700N 0020000E - 510000N 0012800E - 504000N 0012800E - 500000N 0001500W following the line of latitude to - 500000N 0020000W - 485000N 0080000W - 510000N 0080000W - 522000N 0053000W - 550000N 0053000W following the line of latitude to - 550000N 0050000E Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: SFC Minimum limit: - Class: G	LONDON ACC	LONDON CONTROL English H24	118.480 118.825 119.780 120.180 120.475 120.530 121.030 121.230 121.280 123.905 124.930 126.080 126.780 126.875 127.105 127.430 127.700 127.830 127.880 128.130 128.160 128.430 128.480 128.815 129.025 129.050 129.080 129.205 129.280 129.380 129.430 129.605 130.925 132.165 132.605 132.840 132.860 132.955 133.080 133.180 133.525 133.600 133.705 133.940 133.975 134.125 134.250	LONDON CONTROL: Note 1: The Le Touquet Terminal Control Area extends into the London FIR between: 504500N 0012800E - 503800N 0011500E and 503600N 0011900E. Vertical limits: 1000 FT ALT - FL 65. See AIP France. Note 2: FIS boundaries do not coincide with FIR boundaries. Note 3: FIS sectors are depicted at ENR 6-32. Note 4: Western Radar sectors are depicted at ENR 6, 6-15. WESTERN RADAR: FL 195 / FL 100 (and between FL 195 to FL 245 within an active TRA) Class of Airspace: G Note: Western Radar Area of Operation is described at ENR 1.6, subsection 4.4.

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
			134.390	
			134.440	
			134.460	
			134.755	
			134.905	
			135.055	
			135.250	
			135.255	
			135.425	
			135.580	
			136.200	
			136.275	
			136.550	
			136.600	
	SCOTTISH ACC	SCOTTISH CONTROL English H24	118.780	
			119.530	
			128.055	
			133.050	
			133.200	
			133.800	
			134.430	
			135.715	
	WESTERN RADAR	WESTERN RADAR English 0645-1930 (0545-1830).	131.050	
			132.300	
	LONDON ACC	LONDON INFORMATION English H24	124.600 FIS (Notes 2 and 3) (See latest NOTAM).	
			124.750 FIS (Notes 2 and 3) (See latest NOTAM).	
			125.475 FIS (Notes 2 and 3) (See latest NOTAM).	
		LONDON CENTRE English H24	121.500 Emergency frequency.	

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

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

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

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
SCOTTISH UIR Same extent as SCOTTISH FIR Upper limit: FL660 Lower limit: FL245 Minimum limit: - Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.325 121.375 123.775 124.500 124.825 125.680 125.950 126.300 126.930 127.275 128.675 129.100 129.225 132.490 132.730 133.680 133.875 134.775 134.850 135.530 135.855	All the Airspace at and above FL 245 within the same horizontal limits as the Scottish FIR. Airspace btn FL 290 and FL 410 inclusive is notified as RVSM airspace. Airspace btn FL 290 and FL 410 inclusive is notified for the purpose of transitioning non-RVSM approved aircraft operating to and from the North Atlantic Region.
SHANWICK OCEANIC CONTROL AREA (OCA) 610000N 0300000W following the line of latitude to - 610000N 0100000W - 543400N 0100000W - 540000N 0150000W - 510000N 0150000W following the line of latitude to - 510000N 0080000W - 450000N 0080000W following the line of latitude to - 450000N 0300000W - 610000N 0300000W Upper limit: UNL Lower limit: FL55 Minimum limit: - Class: A	SHANWICK OAC	SHANWICK OCEANIC English	-	For COM, see ENR 2.2 para 3.9.11. Areas of the Shanwick OCA are subject to the delegated provision of ATS: NOTA - Shannon ACC; SOTA - Shannon ACC; BOTA - Brest ACC. See ENR 2.2 para 3.1 for details.
ABERDEEN CTA 1 572153N 0015835W - 572100N 0015802W following the line of latitude to - 572100N 0023356W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to - 572153N 0015835W Upper limit: FL115 Lower limit: 1500 FT ALT 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.

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
NEWCASTLE CTA 6 545010N 0013330W - 544124N 0013620W - 544356N 0020004W - 545010N 0013330W Upper limit: FL55 Lower limit: 4500 FT ALT Minimum limit: - Class: D	NEWCASTLE APP	NEWCASTLE RADAR English H24	124.380 DOC 60 NM/25,000 FT.	CTA Chart published in AD-2 Section.
NEWCASTLE CTA 7 544356N 0020004W - 544219N 0014448W - 543724N 0014622W - 543901N 0020136W - 544356N 0020004W Upper limit: FL75 Lower limit: 6000 FT ALT Minimum limit: - Class: D	NEWCASTLE APP	NEWCASTLE RADAR English H24	124.380 DOC 60 NM/25,000 FT.	CTA Chart published in AD-2 Section.
NORTH SEA CTA 1 532204N 0000431E - 530815N 0020534E - 531139N 0023000E - 525206N 0023000E - 525820N 0020321E - 531222N 0000029E - 531717N 0000155E - 532204N 0000431E Upper limit: FL195 Lower limit: FL175 Class: A Upper limit: FL245 Lower limit: FL195 Minimum limit: - Class: C	LONDON ACC	LONDON CONTROL English H24	128.130 (Note 1)	Parts of the following ATS Routes are incorporated within North Sea CTA 1: L17, L60, L603, L989 and Y70. Note 1: GAT overflying the North Sea CTA 1. Note 2: Traffic shall not flight plan through this airspace unless via the routes listed above.
NORTH SEA CTA 2 (GODOS) 534148N 0030000E - 533411N 0034222E - 531029N 0032158E - 531441N 0031102E - 531608N 0030000E - 534148N 0030000E Upper limit: FL195 Lower limit: FL175 Class: A Upper limit: FL245 Lower limit: FL195 Minimum limit: - Class: C	AMSTERDAM ACC	AMSTERDAM CONTROL English H24	123.700 (Note 1)	Parts of the following ATS Routes are incorporated within North Sea CTA 2: L74, M981 and P1. Note 1: GAT overflying the North Sea CTA 2. Note 2: ATS within CTA 2 is delegated to Amsterdam ACC. Note 3: Traffic shall not flight plan through this airspace unless via the routes listed above.
NORTH SEA CTA 3 (MOLIX) 532000N 0023000E - 531441N 0031102E - 531029N 0032158E - 523704N 0025356E - 524010N 0023000E - 532000N 0023000E Upper limit: FL195 Lower limit: FL175 Class: A Upper limit: FL245 Lower limit: FL195 Minimum limit: - Class: C	AMSTERDAM ACC	AMSTERDAM CONTROL English H24	123.700 (Note 1)	Parts of the following ATS Routes are incorporated within North Sea CTA 3: L17, L60, L602 and L603. Note 1: GAT overflying the North Sea CTA 3. Note 2: ATS within CTA 3 is delegated to Amsterdam ACC. Note 3: Traffic shall not flight plan through this airspace unless via the routes listed above.

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**
NORTHERN CTA 1 553805N 0025111W - 552606N 0023655W - 551724N 0024532W - 551735N 0025427W - 545610N 0024159W - 544628N 0023625W - 542156N 0021546W following the line of latitude to - 542156N 0020653W - 541528N 0020852W - 540828N 0022515W - 535110N 0020348W - 533918N 0023900W - 534107N 0031910W - 543022N 0032659W - 543306N 0033033W - 550603N 0041419W - 552700N 0030000W - 553100N 0025156W - 553805N 0025111W Upper limit: FL245 Lower limit: FL195 Minimum limit: - Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	118.780 124.500 124.825 126.300	Part of the following ATS Routes are incorporated within the CTA: L612, N57, N601, N864, P16, T256 & Y96.
NORTHERN CTA 2 552606N 0023655W - 550637N 0013731W - 550218N 0014154W - 550101N 0012957W - 541152N 0014544W - 534312N 0011636W - 534134N 0010443W - 534117N 0010226W - 533109N 0010751W - 533059N 0010932W - 531938N 0011532W - 532012N 0011840W - 532109N 0012904W - 532227N 0014315W - 533650N 0015216W - 533713N 0014830W - 534726N 0015913W - 535110N 0020348W - 535539N 0020919W - 540828N 0022515W - 541528N 0020852W - 550049N 0015445W - 551724N 0024532W - 552606N 0023655W Upper limit: FL245 Lower limit: FL195 Minimum limit: - Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	118.780 124.500 133.800	Part of the following ATS Routes are incorporated within the CTA: L60, L603, L975, M868, N601, P16, P17, P18, Y70, Y96 & Y250.

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

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

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

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

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

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

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

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

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
SCOTTISH TMA 5 554428N 0045035W - 553700N 0042847W - 553302N 0042918W - 554334N 0050000W - 554428N 0045035W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 3500 FT ALT Minimum limit: - Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 5 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
SCOTTISH TMA 6 555500N 0045200W - 554600N 0044951W - 554428N 0045035W - 554334N 0050000W - 555000N 0050000W - 555500N 0045200W Upper limit: 6000 FT ALT Lower limit: 3000 FT ALT Minimum limit: - Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication with Glasgow or Prestwick Radar. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
SCOTTISH TMA 7 561400N 0040926W following the line of latitude to - 561400N 0033259W - 560700N 0032938W following the line of latitude to - 560700N 0040910W - 555500N 0045200W - 560000N 0044400W - 561400N 0040926W Upper limit: 6000 FT ALT Lower limit: 4000 FT ALT Minimum limit: - Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication with Glasgow or Edinburgh Radar. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.

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

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Frequency MHz/ Channel Purpose/ SATVOICE number	Remarks
1	2	3	4	5
BRIZE NORTON CTR 514556N 0015202W - 515006N 0012925W - thence clockwise by the arc of a circle radius 5.5 NM centered on 514513N 0013334W to 514737N 0012537W - 514834N 0011958W - 514349N 0011753W - 513951N 0014031W - thence clockwise by the arc of a circle radius 5.5 NM centered on 514443N 0013631W to 514218N 0014427W - 514120N 0015001W - 514556N 0015202W Upper limit: 3500 FT ALT Lower limit: SFC Class: D	RAF BRIZE NORTON	BRIZE ZONE English H24	119.005 MHz	Note: BUT excluding any Airspace which is within the ATZ of Oxford Aerodrome. Brize Zone channel 119.005 is for Zone transits ONLY. RAF Brize Norton Tel: 01993-897785. See below for General Information and Paragraph 2 for VRPs.
	RAF BRIZE NORTON	BRIZE RADAR English 0900-1700 (0800-1600)	124.280 MHz	

1 General Information

1.1 Brize Norton Control Zone

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

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

1.2 VFR Transit Flights

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

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

1.3 IFR Transit Flights

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

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

2 Visual Reference Points (VRP)

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

to be in error by 3 minutes or more, flights must transmit a revised estimate to Shanwick, as soon as possible.

3.7.4 Flights that experience or suspect GNSS interference en-route to the Shanwick OEP shall notify Shanwick ATC in the RCL.

3.7.5 Notification should be included in the RCL message via ACARS or voice, confirming degradation of navigation status and detail of ongoing loss/impacts to the aircraft systems and capabilities.

Examples of RCL 'ATC REMARKS/' text:

- 'GNSS INTERFERENCE RNP10 ONLY'
- 'NO DATA LINK'
- 'DEGRADED NAVIGATION NO GNSS'

3.7.6 In addition, operators can also make Shanwick aware when one of their flights has been impacted by GNSS interference through direct contact.

3.7.7 **Abbreviated Route Amendments**

3.7.7.1 Upon receipt of the ACARS Data Link ’RCL’, any route amendment to the current flight plan (what is loaded in the FMS) will be issued by voice.

3.7.7.2 An abbreviated route amendment is issued when an aircraft is rerouted onto a NAT TRACK or when there is a change to one coordinate only. In all other circumstances full details of the cleared route will be given.

3.7.7.3 A pilot-in-command shall, if at any time in doubt, request a detailed description of the cleared route from ATS.

3.7.8 **Identification of Track Structure Message**

3.7.8.1 Shanwick OAC will identify each Westbound NAT Track Structure Message by using a 3 digit Track Message Identification number (TMI) in the remarks section of the Track Structure Message.

Example: Remarks: Trk Message Ident 283.

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

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

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

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

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

3.7.9 **Reroutes on to NAT Tracks**

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

3.8 ’RCL’ Requests

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

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

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

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

for the 'Oceanic Clearance' message.

3.8.1.3 Aircraft Communication Addressing and Reporting System (ACARS) equipped aircraft may submit an 'RCL' and receive their 'Oceanic Clearance' message via datalink, for entry points on the Shanwick eastern boundary (from LUSEN to PASAS), without the requirement to contact Shanwick on RTF. Approval for the use of this system will be given by Shanwick Engineering Ops by contacting them at email: Shanwick.Engineering@nats.co.uk. This system should not be used by aircraft within 30 minutes of the Shanwick boundary; instead, VHF or HF RTF should be used.

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

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

3.8.1.6 'RCL's shall include:

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

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

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

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

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

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

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

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

3.8.2.3 **General**

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

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

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

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

3.8.2.5 **Voice Process**

3.8.2.5.1 The following phraseology is to be used:

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

f) as soon as practicable, the pilot shall advise air traffic control of any deviation from assigned clearance;
g) use whatever means is appropriate (i.e. voice and/or CPDLC) to communicate during contingency or emergency;
h) if voice communication is used, the radiotelephony distress signal (MAYDAY) or emergency signal (PAN PAN), preferably spoken three times, shall be used as appropriate;
i) when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice communication contact with the aircraft;

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

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

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

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

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

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

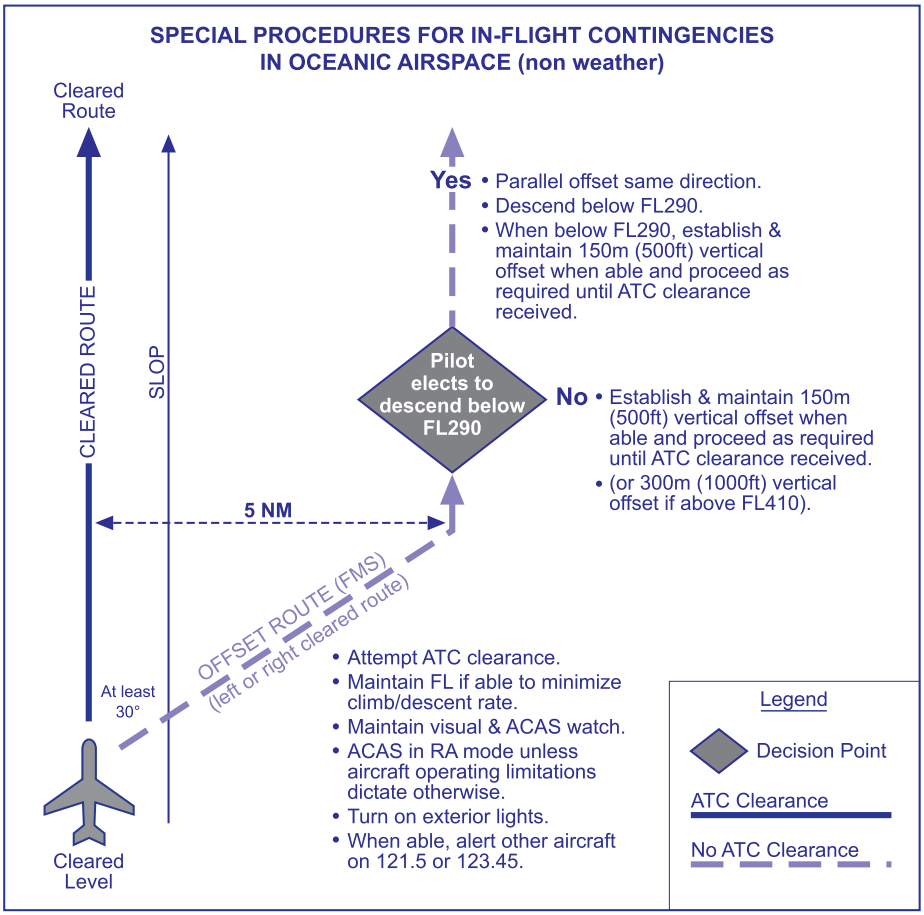
Note: *Descent below FL 290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g. east-west) or parallel track system where the aircraft's diversion path will likely cross adjacent tracks or routes. A descent below FL 290 can decrease the likelihood of conflict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

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

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

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



3.11.4 **Weather Deviation Procedures**

3.11.4.1 **General**

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

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

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

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

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

3.11.4.2 **ACTIONS TO BE TAKEN WHEN CONTROLLER-PILOT COMMUNICATIONS ARE ESTABLISHED**

3.11.4.2.1 The pilot should notify ATC and request clearance to deviate from track or route, advising, when possible, the extent of the deviation requested. The flight crew will use whatever means is appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.

Note: *Pilots are advised to contact ATC as soon as possible with requests for clearance in order to provide time for the request to be assessed and acted upon.*

3.11.4.2.2 ATC should take one of the following actions:

a) When appropriate separation can be applied, issue clearance to deviate from track; or
b) If there is conflicting traffic and ATC is unable to establish appropriate separation. ATC shall;

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

i. Advise the pilot of inability to issue clearance for the requested deviation;
ii. Advise the pilot of conflicting traffic; and
iii. Request the pilot's intentions.

3.11.4.2.3 The pilot should take the following actions:

a) comply with the ATC clearance issue; or
b) advise ATC of intentions and execute the procedures detailed in 3.11.4.3.

3.11.4.3 **ACTIONS TO BE TAKEN IF A REVISED ATC CLEARANCE CANNOT BE OBTAINED**

Note: *The provisions of this section apply to situations where a pilot needs to exercise the authority of a pilot-in-command under the provisions of Annex 2, 2.3.1.*

3.11.4.3.1 If the aircraft is required to deviate from track or route to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

a) if possible, deviate away from an organized track or route system;
b) establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.500 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.450 MHz);
c) watch for conflicting traffic both visually and by reference to ACAS (if equipped);
d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
e) for deviations of less than 9.3 KM (5.0 NM) from the originally cleared track or route remain at a level assigned by ATC;
f) for deviations greater than or equal to 9.3 KM (5.0 NM) from the originally cleared track or route, when the aircraft is approximately 9.3 KM (5.0 NM) from track, initiate a level change in accordance with Table 3-1;
g) if the pilot receives clearance to deviate from cleared track or route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with Table 3-1 before deviating beyond the cleared distance.
h) when returning to track or route, be at its assigned flight level when the aircraft is within approximately 9.3 KM (5.0 NM) of the centre line; and
i) if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

Note: *If, as a result of actions taken under the provisions of 3.11.4.3.1, the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.*

Table 3-1

Originally cleared track or route centre-line	Deviations > 9.3 KM (5.0 NM)	Level Changed
EAST (000° - 179° magnetic)	LEFT	DESCEND 90 M (300 FT)
	RIGHT	CLIMB 90 M (300 FT)
WEST (180° - 359° magnetic)	LEFT	CLIMB 90 M (300 FT)
	RIGHT	DESCEND 90 M (300 FT)

3.11.5 **Extended Range Operations by Aeroplanes with Two Turbine Power Units (ETOPS)**

3.11.5.1 If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

3.12 Procedure for Strategic Lateral Offsets in NAT Airspace

Note 1: *The following incorporates lateral offset procedures for both the mitigation of the increasing lateral overlap probability due to increased navigation accuracy and wake turbulence encounters.*

Note 2: *The use of highly accurate navigation systems (such as the global navigation satellite system (GNSS)) by an increasing proportion of the aircraft population has had the effect of reducing the magnitude of lateral deviations from the route centre-line and, consequently, increasing the probability of a collision should a loss of vertical separation between aircraft on the same route occur.*

3.12.1 It has been determined that allowing aircraft conducting oceanic flight to fly lateral offsets, not to exceed 3.7 KM **(2 NM) right of centre-line** relative to the direction of flight in tenths of a nautical mile, will provide an additional safety margin and mitigate the risk of conflict when non-normal events such as aircraft navigation errors, altitude deviation errors and turbulence-induced altitude-keeping errors occur. Distributing aircraft laterally across the available positions adds an additional safety margin and reduces collision risk. PANS-ATM, Doc 4444 SLOP is now a standard operating procedure for the entire NAT Region and pilots are

encouraged to adopt this procedure as appropriate. These procedures are known as “Strategic Lateral Offset Procedures (SLOP).”

3.12.2 This procedure provides for offsets within the following guidelines. The following provisions apply:

a) Aircraft without automatic offset programming capability must fly the centre-line;
b) Though the majority of flights are able to perform offsets either 1 or 2 NM (whole nautical miles), flights able to perform SLOP procedure in tenths of a nautical mile should use that capability as it contributes to risk reductions;
c) It is recommended that pilots of aircraft capable of programming automatic offsets should randomly select flying centre-line or an offset. In order to obtain lateral spacing from nearby aircraft (i.e. those immediately above and/or below), pilots should use whatever means available (e.g. ACAS/TCAS, communications, visual acquisition, GPWS) to determine the best flight path to fly;
d) An aircraft overtaking another aircraft should offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;
e) The avoidance of wake turbulence (even in the OTS) can be accomplished effectively within the confines of the SLOP procedure, as specified above. Pilots may contact other aircraft on frequency 123.450 MHz, as necessary, to co-ordinate the best wake turbulence offset option;

Note: *It is recognised that pilots will use their judgement to determine the action most appropriate to any given situation and have the final authority and responsibility for the safe operations of the aircraft.*

f) Pilots may apply an offset outbound at the oceanic entry point and must return to centre-line at the oceanic exit point;
g) There is no ATC clearance required for this procedure and it is not necessary that ATC be advised;
h) Voice Position Reports should be based on the waypoints of the current ATC clearance and **not** on the offset positions;
i) **Pilots should not offset to the left of centre-line nor offset more than 2 NM right of centre-line.**

3.13 Adherence to ATC Approved Routes

Annex 2.

3.13.1 If an aircraft has inadvertently deviated from the route specified in the ATC clearance, it shall forthwith take action to regain such route within 100 NM from the position at which the deviation was observed.

3.14 Flight Information Service

PANS Doc 4444 ATM/501.

3.14.1 SIGMET Information

3.14.1.1 SIGMET information shall be transmitted to aircraft by VOLMET broadcast, by a general call to a group of aircraft, or by directed transmissions to individual aircraft, as determined by the appropriate area control centre according to circumstances, bearing in mind the need to ensure timely receipt of the information by the aircraft and to keep the load of the HF en-route communication channels to a minimum.

3.14.1.2 SIGMET information passed to aircraft shall cover a portion of the route up to two hours flying time ahead of the aircraft.

3.15 Air Traffic Services Messages

Regional Supplementary Procedures DOC 7030. PANS Doc 4444 ATM/501.

3.15.1 Filed flight plan messages for flights intending to operate within the Shanwick OCA, at a distance of 60 NM or less from the northern or southern boundaries of the Shanwick OCA, shall also be addressed to the controlling authority for the adjacent OCA.

3.16 Secondary Surveillance Radar (SSR)

Regional Supplementary Procedures DOC 7030.

3.16.1 Operation of transponders

3.16.1.1 Unless otherwise directed by ATC, aircraft equipped with SSR transponders in the NAT region shall operate transponders continuously on Mode A Code 2000 regardless of the direction of flight, except that the last assigned code shall normally be retained for a maximum period of 10 minutes after entry into NAT airspace.

3.16.1.2 For all SSR equipped aircraft with a routeing sequence Reykjavik-Shanwick- Scottish (BIRD-EGGX-EGPX) the last assigned code shall be changed to Mode A 2000 on transfer from Reykjavik and no later than ten minutes after entering Shanwick airspace.

Note: *This procedure does not affect the use of Special Purpose Codes 7500, 7600 and 7700 in cases of unlawful interference, radio failure or emergency.*

3.16.2 Aircraft intending to fly in the SOTA are expected to be equipped with an SSR transponder capable of responding to Mode A interrogations with 4096 codes and Mode C interrogations with Automatic Pressure Altitude Reporting. Aircraft SSR codes will be

allocated by Shannon ACC.

3.16.2.1 Exemptions from the SOTA SSR requirements for specific flights may be obtained from the Shannon ACC Supervisor before departure.

3.17 Action in the event of Air-Ground Communication Failure

3.17.1 The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. These procedures are intended to complement and not supersede State procedures/regulations. It is not possible to provide guidance for all situations associated with a communications failure.

3.17.2 General

3.17.2.1 If so equipped, the pilot of an aircraft experiencing a two way communications failure shall operate the secondary radar transponder on identity Mode A Code 7600 and Mode C.

3.17.2.2 The pilot shall also attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

3.17.3 Communications failure prior to entering NAT oceanic airspace.

3.17.3.1 Due to the potential length of time in oceanic airspace, it is strongly recommended that a pilot experiencing communications failure whilst still in European domestic airspace does not enter the Shanwick Oceanic Control Area but adopts the procedure as specified at ENR 1.1 sub-section 3. However, if the pilot elects to continue, then to allow the ATC organisation to provide adequate separation, adopt either the procedure at paragraphs 3.17.3.2 or 3.17.3.4.

3.17.3.2 If loss of communications is encountered before entering the NAT the pilot should:

- follow the radio communication procedures of the airspace in which the aircraft is operating;
- if the pilot elects to continue the flight, then enter oceanic airspace at the oceanic entry point at the level and speed resulting from the execution of the adjacent airspace radio communications failure (RCF) procedures then;
- follow the procedures in 3.17.4.1 below.

3.17.3.3 If the pilot elects to operate **without** a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point level and speed as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

3.17.4 Communications failure after entry to NAT oceanic airspace.

3.17.4.1 If loss of communications is encountered after entering the NAT then:

- The pilot shall maintain the currently cleared route, flight level and speed until reaching the Oceanic Exit Point.
- No route, flight level or speed change shall be made before the Oceanic Exit Point unless a change is deemed necessary by the pilot in command to ensure the safety of the aircraft.
- When being vectored or having been directed by ATC to proceed offset using RNAV without a specified limit, proceed in the most direct manner possible to re-join the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude.

3.17.5 **Emergency Satellite Voice Calls from Aircraft** (See GEN 3.6, paragraph 6.4).

3.18 Minimum Aircraft System Performance Specification (MASPS)

3.18.1 **Application of Minimum Navigation Performance Specification (MNPS) in Shanwick OCA**

3.18.1.1 MNPS applies in that part of the Shanwick Oceanic Control Area from FL 285 to FL 420 inclusive. Aircraft using the NAT High Level Airspace (NAT HLA) shown at ENR 6-62 are required to have a navigation performance capability such that:

a) Pre-PBN navigation:

- The standard deviation of lateral track errors shall be less than 6.3 NM;
- the proportion of total flight time spent by aircraft 30 NM or more off the cleared track shall be less than 5.3×10^{-4};
- the proportion of the total flight time spent by aircraft between 50 and 70 NM off the cleared track shall be less than 13×10^{-5}.

These mathematical standards can be approximated operationally as follows:

- Aircraft must be operated so that lateral deviations from track remain less than 12.6 NM for at least 95 per cent of the time the system is required for navigation;
- the navigation system must demonstrate a continuing capability to keep lateral deviations from cleared track in excess of 30 NM to less than 53 per 100 000 flight hours in the system; and
- keep lateral deviations between 50 and 70 NM from cleared track to less than 13 per 100 000 flight hours in the system.

b) Area Navigation (RNAV) Specifications:

- RNAV 10 (RNP 10) specification shall be applicable to navigation systems used to support a minimum lateral separation of 60 NM between aircraft that the requirements to operate in the NAT HLA provided that a portion of the route of the aircraft is within, above or below NAT HLA. In addition RNAV 10 can support a minimum lateral separation of 50 NM between aircraft operating in the New York Oceanic East FIR.

c) Required Navigation Performance (RNP) Specifications:

- RNP 4 specification shall be applicable to navigation systems used to support minimum lateral separations as in (b) above and is required to support minimum lateral separations of 30 NM between aircraft operating within the control area of the New York Oceanic East FIR.

Note 1: *Aircraft that have been NAT MNPS approved by the State of Registry or the State of the Operator prior to 1 January 2015 shall be permitted to operate in NAT HLA until 30 January 2020. As of 1 January 2015 new NAT MNPS approvals shall not be granted.*

Note 2: *RNAV 10 (RNP 10) and RNP 4 approved aircraft require a NAT HLA MNPS approval to demonstrate compliance with the MNPS established for the NAT HLA.*

Note 3: *Except for the navigational portion the requirements for a NAT HLA MNPS approval are equivalent to the 3 requirements that were associated with granting NAT MNPS approvals.*

3.18.1.2 These mathematical standards can be approximated operationally as follows:

a) Aircraft must be operated so that lateral deviations from track remain less than 12.6 NM for at least 95 per cent of the time the system is required for navigation;
b) the navigation system must demonstrate a continuing capability to keep lateral deviations from cleared track in excess of 30 NM to less than 53 per 100 000 flight hours in the system; and
c) keep lateral deviations between 50 and 70 NM from cleared track, to less than 13 per 100 000 flight hours in the system.

3.18.1.3 In order to ensure that the required navigation standards are being observed within the NAT HLA, a continuous monitoring of the navigation accuracy of aircraft in this airspace takes place using land based radars in Canada, Ireland, France, Iceland and the UK. Where large navigation errors are observed the pilot of the aircraft concerned will be notified by the ATC Unit observing the error. The subsequent investigation to determine the cause of the error will involve the ATC Unit, the operator, and the State of Registry.

3.18.1.4 Lateral separation minima for aircraft operating in the NAT HLA are set out in the Regional Supplementary Procedures, NAT Region (ICAO Doc 7030/5). It is implicit in the concept of MNPS and essential to the application of these quoted separation minima, that all operations in the NAT HLA – be they Public Transport or General Aviation – achieve the highest standards of navigation performance accuracy. Thus all flights within the NAT HLA must have the specific approval of either the State of Registry of the aircraft or the State of Registry of the operator for such operations. UK registered aircraft are approved by the UK CAA in accordance with the Air Navigation Order. Such approvals will encompass all aspects of the expected navigation performance accuracy of the aircraft, navigation equipment carried, installation and maintenance procedures and crew navigation procedures and training.

3.18.1.5 The inherent obligations placed upon crews and operators of UK registered aircraft by the NAT HLA requirements can be summarized as follows:

a) The flight MUST have prior approval for operations in NAT HLA;
b) the approved aircraft minimum navigation installation MUST be serviceable and MUST have been checked for accuracy prior to entry into NAT HLA;
c) whilst in NAT HLA the approved operating procedures MUST be adhered to. Except in emergency, diversions from the ATC cleared track MUST NOT be made without prior approval of the controlling ATC Unit;
d) if subsequent unserviceability reduces the navigational capability below the required minimum for MNPS operations after entry into NAT HLA then the controlling ATC Unit MUST be advised so as to allow for any adjustments of separation from adjacent aircraft;
e) there MUST be a high standard of supervision, monitoring and cross checking of data inserted into automatic navigation system to prevent large errors arising from erroneous waypoint entries;
f) there MUST be a high standard of co-ordination with ATC Units to ensure that misunderstandings over the route to be flown do not occur.

3.18.1.5.1 Westbound flights submitting an 'RCL' to Shanwick to enter North Atlantic High Level Airspace (NAT HLA) may be invited to confirm that they have been approved for operating within NAT HLA by their State of Registry or their State of Operator.

3.18.1.5.2 The submission of a Flight Plan alone does **NOT** constitute NAT HLA operating approval. Pilots/operators unable to provide such confirmation will not be permitted to fly in NAT HLA airspace but will be required to operate outside HLA (below FL 285 or above FL 420). Details of the flight will be passed to the NAT Central Monitoring Agency (CMA) for follow-up action by the relevant State Aviation Authority.

3.18.1.6 **Navigation Equipment for Unrestricted NAT HLA Operations**.

3.18.1.6.1 In order to justify consideration for State approval for future unrestricted operation in the NAT HLA an aircraft will be required to

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be equipped as follows:

a) **Two** fully serviceable Long Range Navigation Systems (LRNS).
A LRNS may be one of the following:

i. One Inertial Navigation System (INS);
ii. one Global Navigation Satellite System (GNSS); or
iii. one navigation system using the inputs from one or more Inertial Reference System (IRS) or any other sensor system complying with the NAT HLA requirement.

b) each LRNS must be capable of providing to the flight crew with a continuous indication of the aircraft position relative to desired track.
c) it is highly desirable that the navigation system employed for the provision of steering guidance is capable of being coupled to the auto-pilot.

Note 1: *currently the only GPS system fully operational and for which approval material is available is GPS.*

Note 2: *A GPS installation must be approved as follows:*
If the two required LRNSs are both GPS they must be approved in accordance with the current version of FAA Advisory Circular AC-20—138D Appendix 1. AC-20-138 requires that GPS systems used in Oceanic airspace must have a FDE function. States other than the USA may set their own standards for operational approval of GPS to provide Primary Means of Navigation in Oceanic and remote areas but in all cases these approvals will include the requirement to carry out Pre-Departure Satellite Navigation Prediction Programmes. If, however, GPS serves as only one of the two required LRNSs then it must be approved in accordance with FAA TSO-C129 or later standard as Class A1, A2, B1, B2, C1 or C2 or with equivalent European Aviation Safety Agency (EASA) documentation ETSO-C129a. In this instance individual States vary in their insistence upon the need for the conduct of pre-departure satellite navigation prediction programmes (viz. FDE/RAIM).

Note 3: *Currently equivalent approval material for GLONASS is not under development but it will need to be available prior to approval of any GLONASS equipped aircraft for NAT HLA operations.*

3.18.1.7 **Provisions for Partial Loss of the full MNPS Navigational Capability**

3.18.1.7.1 In the event of an aircraft **having State approval for un-restricted operation in NAT HLA** suffering partial loss of navigation capability (only one long range navigation system serviceable) prior to entry into Oceanic Airspace, the pilot should either avoid NAT HLA or consider a re-route via Reykjavik OCA.

3.18.1.8 **Special Routes for Aircraft fitted with a Single LRNS**

3.18.1.8.1 Aircraft, **having State approval for operating in NAT HLA,** which are equipped with normal short-range navigation equipment (VOR/DME, ADF) and at least one fully operational Long Range Navigation System (see paragraph 3.18.1.6.1) are considered capable of meeting the MNPS while operating along the following routes:

Note: *T9 and T290 have continuous VHF coverage at FL 300 and above.*

Via	Route Options
T9	LASNO - BEGAS (VHF, HF and ADS-B required)
T290	ADVAT - GELPO (VHF, HF and ADS-B required)

3.18.2 **Application of Reduced Vertical Separation Minima (RVSM) in Shanwick OCA**

3.18.2.1 RVSM applies in the MNPS Area of the Shanwick Oceanic Control Area from FL 290 to FL 410 inclusive. Aircraft using this area are required to have a height keeping performance capability as defined in the appropriate ICAO Documents/JAA Temporary Guidance Leaflet.

3.18.2.2 In order to ensure that the overall standard of required height keeping is being achieved within RVSM airspace a technical height keeping monitoring program has been established in accordance with ICAO guidance.

3.18.2.3 In order to ensure that the required altimetry standards are being observed within RVSM airspace, a technical height keeping monitoring programme has been initiated.

3.18.2.3.1 For the task of monitoring technical height keeping accuracy, a hybrid system comprising of a Height Monitoring Unit (HMU) and GPS Monitoring Systems (GMS) is employed. The HMU element consists of an unmanned ground-based HMU near Strumble (United Kingdom).

3.18.2.3.2 The GMS consists of air portable Global Positioning System Monitoring Units (GMUs), GPS reference stations, access to Mode C and MET information, post-flight processing facilities and logistic support.

3.18.2.4 It is implicit in the concept of RVSM airspace and essential to the application of this quoted vertical separation minimum, that all operations in the NAT High Level Airspace/RVSM airspace - be they Public Transport or General Aviation - achieve the highest

standards of navigation performance accuracy. Thus all flights within the NAT High Level Airspace must have the specific approval of either the State of Registry of the aircraft, or the State of Registry of the Operator, for such operations. UK Registered aircraft are approved by the UK CAA in accordance with the Air Navigation Order. Such approvals will encompass all aspects of the expected height keeping performance accuracy of the aircraft; altitude measuring equipment carried; installation and maintenance procedures and crew navigation procedures and training.

3.18.2.4.1 The inherent obligations placed upon crews and operators of UK registered aircraft by the NAT RVSM airspace requirements can be summarized as follows:

a) The flight **MUST** have prior approval for operations in NAT RVSM airspace;
b) the approved aircraft minimum altitude measuring installation **MUST** be serviceable and **MUST** have been checked for accuracy prior to entry into RVSM airspace;
c) whilst in RVSM airspace the approved operating procedures **MUST** be adhered to. Except in emergency, diversions from the ATC cleared Flight level **MUST NOT** be made without prior approval of the controlling ATC Unit;
d) if subsequent unserviceability reduces the altitude measuring capability below the required minimum for RVSM operations after entry into RVSM airspace then the controlling ATC Unit **MUST** be advised so as to allow for any adjustments of separation from adjacent aircraft;
e) there **MUST** be a high standard of supervision, monitoring and cross checking of altimeters to prevent a large discrepancy from the cleared flight level (less than 300 FT);
f) an automatic Altitude Keeping Device (AKD) should be operative and engaged during level cruise, except when circumstances such as the need to re-trim the aircraft or the onset of turbulence, require disengagement. In any event, adherence to cruise altitude should be accomplished by reference to one of the two primary altimeters;
g) there **MUST** be a high standard of co-ordination with ATC Units to ensure that misunderstandings over the cleared flight level do not occur.

3.18.2.5 Westbound flights submitting an 'RCL' to Shanwick to enter North Atlantic (NAT) Reduced Vertical Separation Minima (RVSM) airspace may be invited to confirm that they have been approved for operating within RVSM airspace by their State of Registry or their State of Operator.

3.18.2.5.1 The submission of a Flight Plan alone does **NOT** constitute NAT RVSM operating approval. Pilots/Operators unable to provide such confirmation will not be permitted to enter NAT RVSM airspace and will be issued an Oceanic approval to operate outside RVSM airspace (below FL 290 or above FL 410). Details of the flight will be passed to the NAT Central Monitoring Agency (CMA) for follow-up action by the relevant State Aviation Authority.

3.18.2.6 **Altitude Measuring Equipment or Features for Unrestricted RVSM airspace Operations**

3.18.2.6.1 In order to justify consideration for State approval for future unrestricted operation in the RVSM airspace, an aircraft will be required to be equipped as follows:

a) at least two primary altitude measurement systems meeting the MASPS requirements;
b) a static source error correction (SSEC)/position error correction (PEC) must be applied automatically;
c) an altitude deviation warning system that shall alert when the altitude displayed to the flight crew deviates from selected altitude by more than a nominal value. This nominal value shall not be greater than 300 FT. For aircraft whose application for type certification was made after 1 January 1997, the nominal value should not be greater than 200 FT. The overall equipment tolerance in implementing this nominal value shall not exceed 50 FT; and
d) an automatic altitude-alerting device which is required to be capable of controlling altitude within +/- 65 FT of the selected altitude, when the aircraft is operated in straight and level flight, under non-turbulent, non-gust conditions.

3.18.2.7 Suspension of RVSM due to actual or forecast Turbulence

3.18.2.7.1 On receipt of information indicating actual or forecast Turbulence, ATC should take the following action:

a) if possible, establish increased vertical, longitudinal or lateral separation; or
b) suspend RVSM operations in the affected area.

3.18.3 In order to assist operators and crews to achieve the required standard of navigation and height keeping accuracy two documents have been published:

a) Guidance and Information Material concerning Air Navigation in the NAT Region, including RVSM, is produced by and available from the ICAO Paris Office. The material in this Document deals primarily with planning and management of operations in the NAT Region and is mainly addressed to States and Operators;
b) The North Atlantic Operations and Airspace Manual. This manual has been developed specifically for use by pilots intending to operate in the NAT HLA. This manual is available for download from the EUR/NAT Regional Office section of the ICAO website www.icao.int.

3.18.4 Operators of UK registered aircraft intending to fly in NAT High Level Airspace can obtain further information on the measures necessary to gain CAA approval from the following:

Equipment and Installation Approvals:

The Chief Surveyor,

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Post: CAA Safety Regulation Group, Aviation House, South Area, London Gatwick Airport, West Sussex RH6 0YR.
Phone: +44-(0)1293-573362;

Operational Approvals:

Post: Civil Aviation Authority, Flight Operations Department (Attn: Flight Operations Policy), Aviation House, 1W, South Area, London Gatwick Airport, West Sussex RH6 0YR.
Phone: +44-(0)1293-573521
Fax: +44-(0)1293-573991;

Further Information on other aspects of MNPS/RVSM Operations (including height-monitoring requirements):

Post: North Atlantic Central Monitoring Agency, c/o NATS Limited, Room G41, Atlantic House, Fresson Avenue, Prestwick, Ayrshire, KA9 2GX.
Phone: +44-(0)1292-692412 HMU Status (recorded message)
+44-(0)1292-692760
Fax: +44-(0)1292-692754
Email: natcma@nats.co.uk

3.19 Routes Between Northern Europe and Spain/Canaries/Lisbon FIRs

3.19.1 Operators are recommended to Flight Plan using routes T9, T13, T16, T213 and T290 as published in ENR 3.3 Other Routes.

3.19.2 For fuel planning purposes, operators should note that optimum cruising levels may not be available on T9, T13, T16, T213 and T290.

Note: *Operators should not file using the route designator T13, T16, T213, and should file full route coordinates for these routes.*

3.20 Alerting and Search and Rescue Services

(See GEN 3.6 of the UK AIP).

3.21 Procedures — Westbound

a) Westbound flights are advised to flight plan the routes through UK Airspace that are offered by the Standard Routes Document published on the AIS CD-ROM.
b) Westbound flights departing from UK airports that are not listed are to flight plan via the published UK Upper ATS route structure.
c) For the UK Upper ATS Routes for the Westbound North Atlantic Flow refer to the Standard Routes Document published on the AIS CD-ROM.

3.22 Procedures - In the Event of Shanwick Oceanic Area Control Centre Evacuation

3.22.1 Scottish and Oceanic Area Control Centre includes both Scottish Radar and Shanwick Oceanic Control. Should Shanwick OAC be evacuated the potential would exist for a major disruption to Air Traffic Control (ATC) within the Shanwick OCA and Scottish Radar units. The HF radio communications for the Shanwick Oceanic Centre are remotely located, so will not be affected.

3.22.2 In the event that Shanwick OAC is evacuated, Gander Oceanic will assume responsibility for the provision of Air Traffic Services (ATS) within the Shanwick OCA to the best of their ability.

3.22.3 As soon as possible after evacuation a contingency message will be sent to the operators and agencies that receive the NAT track message. A NOTAM shall also be issued. Recipients of both messages shall advise the affected traffic.

3.22.4 On receipt of the contingency message pilots are requested to broadcast to other flights on 121.500 and 123.450 MHz. A listening watch on these frequencies must be maintained.

3.22.5 HF congestion is likely. Communications should be kept to a necessary minimum. Unnecessary route changes will not be issued.

3.22.6 The procedures outlined below are to be used as guidance for pilots in the immediate aftermath of a sudden withdrawal of the ATC service as described above.

3.22.7 **Procedures - Westbound Flights**

3.22.7.1 Due to the uncertainty surrounding the contingency situation pilots are strongly advised to re-route around the Shanwick OCA or to land at an appropriate aerodrome.

3.22.7.2 **Westbound Flights within Scottish FIR**

3.22.7.2.1 If Scottish radar is subject to evacuation also, pilots of flights operating within the Scottish FIR may elect to continue, the flight must be operated in accordance with the last submitted and acknowledged 'RCL' from eastern boundary until last specified route point,

normally landfall.

3.22.7.2.2 Whilst operating within the Scottish FIR all flights are requested to make position reports on the last assigned frequency, stating position, level and next fix.

3.22.7.2.3 Flights may also elect to contact Scottish FIR aerodromes for assistance.

3.22.7.2.4 The following communications procedures have been developed in accordance with the Traffic Information Broadcast by Aircraft (TIBA) procedures recommended by ICAO (Annex 11 - Air Traffic Services, Attachment C).

At least 3 minutes prior to the commencement of a climb or descent the flight should broadcast on the last assigned frequency, 121.500, 243.000 and 123.450 MHz the following:

ALL STATIONS
(callsign)
(direction)
DIRECT FROM (landfall fix) TO (Oceanic entry point)
LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (distance)(direction) FROM (Oceanic entry point) AT (time)

When the level change begins, the flight should make the following broadcast:

ALL STATIONS
(callsign)
(direction)
DIRECTION FROM (landfall fix) TO (Oceanic entry point)
LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number)

When level, the flight should make the following broadcast:

ALL STATIONS
(callsign)
MAINTAINING FLIGHT LEVEL (number)

3.22.7.3 **Westbound Flights within the Shanwick Oceanic Control Area**

3.22.7.3.1 Gander Oceanic shall endeavor to provide an ATC service throughout the Shanwick OCA as soon as evacuation commences.

3.22.7.3.2 All flights should establish communication with the next agency at the earliest opportunity stating current position, cleared flight level, next position and estimate, and subsequent position. This also applies to flights using automated position reports (ADS/FMC) because those reports may not have been received by the next agency.

3.22.7.3.3 When ADS equipped flights are notified of a Shanwick evacuation they must revert to voice position reporting until clear of Shanwick OCA, or notified otherwise. Pilots should note that they may be asked to log-on to CYQX when within the Shanwick OCA. They should not initiate this action until instructed to do so.

3.22.7.3.4 Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

3.22.7.3.5 If unable to establish radio contact, flights may use SATCOM voice or satellite telephone to provide position reports.

3.22.7.3.6 Flights may request their flight dispatch offices to forward position reports, if sending position reports to multiple ATS Units or if otherwise unable to forward position reports.

3.22.8 **Procedures for Eastbound Flights within the Shanwick Oceanic Control Area**

3.22.8.1 Gander Oceanic shall endeavour to provide an ATC service throughout the Shanwick OCA as soon as evacuation commences.

3.22.8.2 Flights operating with a received and acknowledged Oceanic Clearance will be expected to continue in accordance with the last clearance issued unless otherwise advised by ATC.

3.22.8.3 When ADS equipped flights are notified of a Shanwick evacuation they must revert to voice position reporting until clear of Shanwick OCA, or notified otherwise. Pilots should note that they may be asked to log-on to CYQX when within the Shanwick OCA. They should not initiate this action until instructed to do so.

3.22.8.4 Any flights involved in level changes should complete the manoeuvre as soon as possible in accordance with the clearance.

3.22.8.5 If unable to establish radio contact, flights may use SATCOM voice or satellite telephone to provide position reports.

3.22.8.6 Flights making automatic position reports are required to make voice position reports whilst within the Shanwick OCA, unless advised otherwise.

3.22.8.7 Communications with the next ATSU should be established at the earliest opportunity. Where no contact can be established,

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Shanwick Radio should be contacted on HF for advice.

3.22.8.8 **Procedures for Eastbound Flights entering the Scottish FIR**

3.22.8.8.1 Unless instructed otherwise, flights entering the Scottish FIR should use the following contingency routes:

a) RATSU DCT GUNPA contact Reykjavik Oceanic Control - 125.500 MHz;
b) LUSEN DCT ELKOG DCT ORVIK contact Polaris Control - channel 135.680;
c) ATSIX DCT AKIVO DCT KLONN contact Polaris Control - channel 136.280;
d) ORTAV DCT ODPEX DCT ELSAN contact Copenhagen Control - 134.680 MHz;
e) BALIX DCT NINEX DCT ASKAM contact Maastricht Control - 132.085 MHz;
f) ADODO DCT AMTAP DCT ROKAN DCT TOPPA contact Maastricht Control - 132.085 MHz;
g) ERAKA DCT ETSOM DCT ERKIT contact London Control - 128.130 MHz;
h) ETILO DCT EVNAL DCT DCS DCT LAKEY contact London Control - 132.860 MHz;
i) GOMUP DCT GINGA DCT SOSIM contact London Control - 135.580 MHz.

3.22.8.8.2 Flights operating close to the Reykjavik or Shannon northern boundaries should, where possible, establish communications with those units in order to negotiate a re-route to avoid the Scottish FIR.

3.22.9 **Procedures for Flights Flight Planned to enter Shanwick OCA from other Oceanic Centres**

3.22.9.1 Flights within Reykjavik or Santa Maria Oceanic airspace, can anticipate a large re-route to avoid the Shanwick OCA and Scottish FIR. Reykjavik and Santa Maria will issue advice on procedures to be followed.

3.23 Enquiries and Comments

3.23.1 Enquiries and comments about ATS procedures applicable to the Shanwick OCA should be addressed to:

Manager PC Procedures and Development,

Post: Room F-059, NATS Prestwick, Prestwick Centre, Fresson Avenue, Prestwick, Ayrshire, KA9 2GX.

3.23.2 Advice on day-to-day operations is available from Shanwick Oceanic Watch Manager Prestwick.

Phone: 01294-655300.

3.24 Format of NAT Company Preferred Routing Messages (CPR PRM)

Westbound:

(PRIORITY) (DESTINATION ADDRESS)
(DATE TIME OF ORIGIN) (ORIGIN ADDRESS)
(MESSAGE TYPE) — (COMPANY) — (WESTBOUND) — (YYMMDD AT 30W)
(DEP / DEST) (FIRST UK POINT) (ANCHOR POINT) (OCA RPS) (LANDFALL)
(INLAND FIX) (NUMBER OF FLIGHTS (01 — 99))

Note: *If there is no INLAND FIX then the latitude at 80W is to be used.*

Example:

FF EGGXZOZX EGTTZDZX CZQXZQZX CZQMZQZX CZULZQZX CYHQZDZX BIRDZQZX LPPOZOZX KZNYZRZX KCFCZDZX
111824 LSZHSWRW
PRM — SWR — W — 930212 —
LSZH / KJFK BNE BEL 55/10 56/20 57/30 55/40 53/50 YAY TOPPS 02
LSZH / KIAD BNE BURAK 53/15 53/20 52/30 51/40 50/50 YQX TUSKY 01

Eastbound:

(PRIORITY) (DESTINATION ADDRESS)
(DATE TIME OF ORIGIN) (ORIGIN ADDRESS)
(MESSAGE TYPE) — (COMPANY) — (EASTBOUND) — (YYMMDD AT 30W)
(DEP / DEST) (INLAND FIX) (ANCHOR POINT) (OCA RPS) (LANDFALL)
(LAST UK POINT) (NUMBER OF FLIGHTS (01 — 99))

Note: *If there is no INLAND FIX then the latitude at 80W is to be used.*

Example:

FF EGGXZOZX EGTTZDZX CZQXZQZX CZQMZQZX CZULZQZX CYHQZDZX BIRDZQZX LPPOZOZX KZNYZRZX KCFCZDZX
120936 EHAMKLMW
PRM — KLM — E — 930213 —

KJFK / EHAM TOPPS YAY 53/50 53/40 54/30 54/20 54/15 BABAN LAMSO 03
CYMX / EHAM YML FOXXE 57/50 58/40 58/30 57/20 56/10 MAC LAMSO 01

3.25 Format of NAT Company Preferred Route Flight Plan day minus 1 (CPR FPL-1)

3.25.1 The Company Preferred Route Flight Plan day minus 1 (FPL-1) format utilises the standard ICAO flight plan (FPL) format and a predetermined Company Preferred Route Identifier (CPR_ID).

3.25.2 Upon receipt of a flight plan at a dedicated AFTN address (EGGXGATT) the Shanwick Automated Track Tool (ATT) system extracts the Oceanic Route portion from the Company Preferred Route Flight Plan day minus 1 (FPL-1), and correlates this with airline scheduled data which corresponds to the Company Preferred Route Identifier (CPR_ID). This provides Shanwick with both route and traffic loading information accordingly.

3.25.3 The Callsign field of the Company Preferred Route Flight Plan day minus 1 (FPL-1) is utilised to indicate the Company Preferred Route Identifier (CPR_ID). The CPR_ID is a unique designator which must be pre-configured with Shanwick to indicate the departure point and destination pairing.

3.25.4 The preferred route is detailed in the Company Preferred Route (FPL-1) as per a normal flight plan. The Date of Flight (DOF field) in field 18 shall indicate the flight is for the next day's OTS Design.

Examples:

The CPR_ID is a seven character code defined as follows:

Airline ICAO Code	British Airways:	**BAW**
Preferred Route Indicator	P (does not change)	**P**
Westbound	W	**W**
Company Preferred Route ID Number (00-99)	Correlates to set departure/destination	**01**
The resulting CPR_ID in this example is BAWPW01		

Example 1 – *(Indicating CPR_ID 01 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-**BAWPW01**-IS
-B772/H-SDE1E3FGHIJ3J5J6M1M2RWXYZ/LB1D1
-EGLL1030
-N0487F340 CPT3G CPT Q63 KENET UL9 STU/N0490F360 UL9 SLANY DCT DINIM/M083F360 DCT 50N020W 45N030W 38N040W/M083F380 35N045W 31N050W 20N060W DCT ANU DCT
-TAPA0752
-PBN/A1B1D1O1S2 NAV/RNVD1E2A1 SUR/TCAS DOF/160805 REG/BA777 EET/EISN0032 EGGX0119 50N020W0146 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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

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.
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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
FARNBOROUGH CTA 9 TMZ 505739N 0004104W - 505119N 0003419W following the line of latitude to - 505119N 0005457W - 505512N 0005908W - 505739N 0004104W.	FL65 _____ 5500 FT ALT (Class E)	FARNBOROUGH APP 125.250 Transit Requests 134.355 Approach Radar Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). FARNBOROUGH CTA 9 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Provisions for non-equipped aircraft are promulgated by the controlling authority 01252-526015 (ATC-Radar). Refer to ENR 2.1 for remarks associated with FARNBOROUGH CTA 9.
GREATER WASH TMZ 533420.44N 0005239.24E - 531700.01N 0013011.23E - 531206.6N 0012951.44E - 530328.42N 0011342.33E - 530531.14N 0010510.48E - 531353.77N 0004450.58E - 531727.25N 0004132.09E - 532923.10N 0003801.81E - 533333.56N 0004031.16E - 533420.44N 0005239.24E.	FL100 _____ SFC (Class G)	ANGLIA RADAR 125.275 (backup 128.925) - from surface up to and including FL 65. 0630-2200 (0530-2100) SWANWICK MILITARY 133.325 - above FL 65 to FL 100, H24. Additionally from surface up to and including FL 65. 2200-0630 (2100-0530) For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the GREATER WASH TMZ is not subject to ATC approval. Access to the Greater Wash TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.
HOLYHEAD CTA 15 TMZ 540005N 0051032W - 535351N 0045602W - 534814N 0050951W - 534848N 0053000W - 535207N 0053000W - 540005N 0051032W.	FL195 _____ FL75 (Class E)	SCOTTISH ACC 123.775 H24 HOLYHEAD CTA 15 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 HOLYHEAD CTA 15.
HOLYHEAD CTA 16 TMZ 540405N 0050040W - 535758N 0044548W - 535351N 0045602W - 540005N 0051032W - 540405N 0050040W.	FL145 _____ FL75 (Class E)	SCOTTISH ACC 123.775 H24 HOLYHEAD CTA 16 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 HOLYHEAD CTA 16.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
HUMBER GATEWAY TMZ 535410N 0001037E - 534902N 0001650E - 534153N 0002245E - 533714N 0002412E - 533258N 0001703E thence in an anti-clockwise direction by an arc of a circle radius 5 NM centred on 532830N 0001315E to 533330N 0001305E - 533902N 0001056E - 534919N 0000046W - 535410N 0001037E.	FL100 _____ SFC (Class G)	ANGLIA RADAR 128.925 (backup 125.275) - from surface up to and including FL 65, between 0630-2200 (0530-2100). SWANWICK MILITARY 135.075 - above FL 65 to FL 100, H24. Additionally from surface up to and including FL 65 between 2200-0630 (2100-0530). For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the HUMBER GATEWAY TMZ is not subject to ATC approval. Access to the HUMBER GATEWAY TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.
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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
MORAY CTA 1 TMZ 573706N 0015736W - 573556N 0013910W - 573333N 0013540W - 572422N 0012815W - 570417N 0014929W thence anti-clock-wise by the arc of a circle radius 10 NM centred on 570531N 0020740W to 570845N 0015019W - 572153N 0015835W thence anti-clock-wise 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.
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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.
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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.
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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.
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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.
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 anticlockwise 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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

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 (Class G)	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 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

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

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

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

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

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

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

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
MIDHURST DME 1.20°E (2027)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT	-	No associated En-route VOR. DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R239-359).
NEWCASTLE DME 0.50°E (2027)	NEW	89Y 114.250 MHz	H24	550218.41N 0014154.14W	287 FT	-	On Newcastle AD. No associated VOR. Any VOR indications should be ignored. DME DOC: 200 NM/50,000 FT. ENR Purpose: 550218N 0014154W
OCKHAM DME 1.24°E (2027)	OCK	100X 115.300 MHz	H24	511818.17N 0002649.86W	200 FT	-	RNAV Substitution Only. No associated En-route VOR. DME DOC: 70 NM/25,000 FT (90 NM/25,000 FT in Sector R059-089).
OTTRINGHAM VOR/DME 1.19°E (2027) 1.4°E (2024)	OTR	113.900 MHz 86X	H24	534153.49N 0000613.61W	34 FT	-	VOR/DME DOC: 100 NM/60,000 FT (200 NM/60,000 FT in Sector R014-074 and 150 NM/60,000 FT in Sector R074-134).
PERTH VOR 0.30°W (2027) 0.1°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 4.1 RADIO NAVIGATION AIDS - EN-ROUTE (continued)

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
STRUMBLE VOR/DME 0.39°W (2027) 0.7°W (2022)	STU	113.100 MHz 78X	H24	515940.87N 0050224.70W	551 FT	-	VOR DOC: 85 NM/50,000 FT (200 NM/50,000 FT in Sector R211-331 and 120 NM/50,000 FT in Sector R331-016). DME DOC: 85 NM/50,000 FT (170 NM/50,000 FT in Sector R136-211, 200 NM/50,000 FT in Sector R211-331 and 120 NM/50,000 FT in Sector R331-016).
SUMBURGH VOR/DME 0.18°E (2027) 0° (2023)	SUM	117.350 MHz 120Y	H24	595243.42N 0011711.51W	80 FT	-	APCH Aid to Sumburgh. On Sumburgh AD. VOR/DME DOC: 200 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sectors R140-160, R285-305 and R345-005.
TALLA VOR/DME 0.18°W (2027) 0.2°E (2026)	TLA	113.800 MHz 85X	H24	552956.84N 0032110.09W	2773 FT	IAD	FRA (A): EGNT, EGNV FRA (D): EGNT, EGNV, EGPN, EGPT, EGQL VOR/DME DOC: 100 NM/50,000 FT (120 NM/50,000 FT in Sector R315-015).
TIREE VOR/DME 1.73°W (2027) 1.7°W (2024)	TIR	117.700 MHz 124X	H24	562935.61N 0065232.27W	51 FT	IAD	FRA (AD): EGAE, EGEC, EGEO APCH Aid to Tiree. On Tiree AD. VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R227-317).
TRENT DME 0.69°E (2027)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	-	No associated En-route VOR. DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R300-000).
TURNBERRY DME 0.71°W (2027)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	IAD	FRA (A): EGAA, EGAC, EGAE, EGNS, EGPI, EGPN, EGPT, EGQL FRA (D): EGAA, EGAC, EGAE, EGNS, EGPH, EGPI No associated En-route VOR. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). In addition coverage at low level is reduced in Sector R066-106.
VENTNOR DME 1.05°E (2027)	VNR	19Y 108.250 MHz	H24	503613.79N 0011152.76W	828 FT	-	No associated En-route VOR. DME DOC: 130 NM/50,000 FT. Coverage at low level is reduced in Sector R075-090.
WALLASEY VOR/DME 0.14°E (2027) 0.2°W (2022)	WAL	114.100 MHz 88X	H24	532330.97N 0030804.06W	55 FT	-	VOR/DME DOC: 120 NM/50,000 FT.
WICK VOR/DME 0.44°W (2027) 0.8°W (2022)	WIK	113.600 MHz 83X	H24	582731.74N 0030601.34W	145 FT	IAD	FRA (AD): EGPD, EGPE, EGPO APCH Aid to Wick. On Wick AD. VOR/DME DOC: 100 NM/50,000 FT (160 NM/50,000 FT in Sector R331-001). ENR Purpose: 582732N 0030601W
WINSTONE DME 0.68°E (2027)	WIN	104Y 115.750 MHz	H24	514726.30N 0020300.77W	863 FT	-	No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Coverage is reduced in the Sector R175-190.
WOODLEY NDB 1.09°E (2027)	WOD	352.000 kHz	H24	512710.02N 0005243.68W	-	-	No associated En-route navigational dependency. Range 25 NM.

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ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR106 RAYMILL HOUSE, LACOCK A circle, 1 NM radius, centred at 512523N 0020646W	Upper limit: 1600 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Services; any aircraft flying in the service of Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight. Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department. SI 703/2021. Contact: WiltsCP@wiltshire.police.uk.
EGR107 BELMARSH 513020N 0000529E thence clockwise by the arc of a circle radius 0.5 NM centred on 512951N 0000541E to 512943N 0000454E - 513020N 0000529E	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter for the purpose of carrying out an IFR approach to London/City Airport for cloud break purposes. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 as amended by SI 1993/2123. Contact: CAA Airspace Regulation Operations, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
EGR153 HINKLEY POINT A circle, 2 NM radius, centred at 511233N 0030749W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hinkley Point, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
EGR154 OLDBURY A circle, 2 NM radius, centred at 513852N 0023415W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Oldbury, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.
EGR155 BERKELEY A circle, 2 NM radius, centred at 514134N 0022936W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Berkeley, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, AROps@caa.co.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGR156 WINDSOR CASTLE A circle, 1.25 NM radius, centred at 512902N 0003614W	Upper limit: 2500 FT ALT Lower limit: SFC	Flight permitted by: any aircraft operating for or on behalf of National Police Air Service; any aircraft operating for or on behalf of The Helicopter Emergency Medical Service; any aircraft operating for or on behalf of The Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operating for or on behalf of The King's Helicopter Flight; any aircraft operated by a member of the Royal Family; any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Metropolitan Police (Royalty and Special Protection); or landing in the grounds of Windsor Great Park at the invitation of the Director of Royal Travel provided that Protective Security Operations (PSO) has been informed in advance of such intended flight or landing; any aircraft approaching to, or departing from, London Heathrow Airport. SI 1137/2021. Contact: Refer to Statutory Instrument.
EGR157 HYDE PARK 513212N 0000911W - 513020N 0000648W thence clockwise by the arc of a circle radius 0.55 NM centred on 513000N 0000730W to 513001N 0000637W - 512917N 0000634W thence clockwise by the arc of a circle radius 0.55 NM centred on 512915N 0000726W to 512852N 0000649W - 512834N 0000719W thence clockwise by the arc of a circle radius 0.55 NM centred on 512857N 0000756W to 512858N 0000849W - 512921N 0000847W - 512939N 0001132W thence clockwise by the arc of a circle radius 0.55 NM centred on 513011N 0001123W to 513028N 0001209W - 513208N 0001038W thence clockwise by the arc of a circle radius 0.55 NM centred on 513151N 0000952W to 513212N 0000911W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit. See also ENR 1.1, paragraph 4.1.6. SI 1300/2017 Contact: www.nats.co.uk/nsf
EGR158 CITY OF LONDON 513125N 0000547W - 513118N 0000439W - 513043N 0000418W - 513016N 0000433W - 513037N 0000704W - 513108N 0000653W - 513125N 0000547W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit. See also ENR 1.1, paragraph 4.1.6. SI 2092/2004. Contact: www.nats.co.uk/nsf
EGR159 ISLE OF DOGS 513035N 0000025W - 512954N 0000033W - 512938N 0000022W thence clockwise by the arc of a circle radius 0.3 NM centred on 512931N 0000049W to 512921N 0000113W - 513000N 0000154W thence clockwise by the arc of a circle radius 0.55 NM centred on 513018N 0000110W to 513035N 0000025W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit; any aircraft approaching to, or departing from, London/City Airport. See also ENR 1.1, paragraph 4.1.6. SI 2091/2004. Contact: www.nats.co.uk/nsf

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
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 512549N 0021232W - 512541N 0021219W - 512523N 0021225W - 512512N 0021240W - 512508N 0021250W - 512514N 0021301W - 512509N 0021309W - 512508N 0021318W - 512518N 0021327W - 512521N 0021317W - 512549N 0021232W	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: 446 FT AMSL
EGR1U087 NSA HMNB DEVONPORT 502412N 0041209W - 502410N 0041147W - 502359N 0041105W - 502339N 0041033W - 502253N 0041047W - 502242N 0041045W - 502243N 0041032W - 502201N 0041046W - 502153N 0041053W - 502202N 0041108W - 502231N 0041104W - 502246N 0041108W - 502354N 0041223W - 502412N 0041209W	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. NSA HMNB Devonport 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
EGR1U089 NSA GOSPORT 505021N 0010932W - 505006N 0010856W - 504938N 0010839W - 504905N 0010831W - 504901N 0010857W - 504904N 0010938W - 504923N 0010952W - 504952N 0010958W - 505021N 0010932W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA GOSPORT. NSA GOSPORT email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 82 FT AMSL
EGR1U090 NSA HMS EXCELLENT (HORSEA ISLAND) 505017N 0010625W - 505024N 0010622W - 505002N 0010529W - 504955N 0010532W - 504952N 0010538W - 505017N 0010625W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA HMS EXCELLENT (HORSEA ISLAND). NSA HMS EXCELLENT (HORSEA ISLAND) email: NAVY-RAR-site27@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 32 FT AMSL
EGR1U091 NSA TAUNTON (UKHO) 510129N 0030443W - 510129N 0030436W - 510126N 0030424W - 510118N 0030422W - 510117N 0030431W - 510118N 0030438W - 510124N 0030449W - 510129N 0030443W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA TAUNTON (UKHO). NSA TAUNTON (UKHO) email: security.resilience@ukho.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 134 FT AMSL
EGR1U092 NSA MOD OAKHANGER 510700N 0005500W - 510705N 0005446W - 510707N 0005424W - 510705N 0005408W - 510648N 0005412W - 510642N 0005423W - 510642N 0005431W - 510650N 0005455W - 510700N 0005500W	Upper limit: 800 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA MOD OAKHANGER. NSA MOD OAKHANGER email: usafe-uk.a3@us.af.mil Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 399 FT AMSL
EGR1U093 NSA PLYMOUTH 502512N 0041205W - 502545N 0041129W - 502535N 0041105W - 502524N 0041116W - 502528N 0041127W - 502508N 0041139W - 502458N 0041111W - 502439N 0041055W - 502429N 0041120W - 502430N 0041207W - 502512N 0041205W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA PLYMOUTH. NSA PLYMOUTH email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 290 FT AMSL
EGR1U094 NSA POOLE (AREA 1) 504247N 0020121W - 504250N 0020118W - 504248N 0020110W - 504242N 0020115W - 504242N 0020117W - 504243N 0020122W - 504247N 0020121W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA POOLE (AREA 1). NSA POOLE (AREA 1) email: UKStratCom-RAR-Site34@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 17 FT AMSL
EGR1U095 NSA POOLE (AREA 2) 504321N 0020143W - 504327N 0020115W - 504259N 0020103W - 504256N 0020106W - 504254N 0020112W - 504256N 0020123W - 504308N 0020142W - 504321N 0020143W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA POOLE (AREA 2). NSA POOLE (AREA 2) email: UKStratCom-RAR-Site34@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 90 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
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
EGR1U139 NSA ALDERSHOT GARRISON 511626N 0004542W - 511632N 0004424W - 511529N 0004419W - 511511N 0004449W - 511534N 0004536W - 511626N 0004542W	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 Aldershot Garrison. NSA Aldershot Garrison email: ARMY-RAR-site13@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 401 FT AMSL
EGR1U140 NSA ARMY HEADQUARTERS (AHQ) 511222N 0013203W - 511229N 0013149W - 511238N 0013117W - 511233N 0013113W - 511234N 0013101W - 511231N 0013057W - 511219N 0013110W - 511217N 0013130W - 511216N 0013147W - 511219N 0013159W - 511222N 0013203W	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 Army Headquarters (AHQ). NSA Army Headquarters (AHQ) email: ARMY-RAR-site32@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 300 FT AMSL
EGR1U141 NSA AZIMGHUR BARRACKS 512730N 0021705W - 512726N 0021643W - 512648N 0021602W - 512634N 0021637W - 512653N 0021719W - 512718N 0021716W - 512730N 0021705W	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 Azimghur Barracks. NSA Azimghur Barracks email: MSHQ-CAA-SCC-Permissions-Group@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
EGR1U142 NSA BENHALL 515405N 0020728W - 515401N 0020714W - 515351N 0020717W - 515349N 0020714W - 515345N 0020727W - 515401N 0020740W - 515405N 0020728W	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 Benhall. NSA Benhall email: ProtectiveSecurity@GCHQ.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 186 FT AMSL
EGR1U143 NSA BICESTER - ARNCOTT 515137N 0010709W - 515126N 0010423W - 515043N 0010447W - 515008N 0010545W - 515015N 0010716W - 515055N 0010746W - 515137N 0010709W	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 Bicester - Arncott. NSA Bicester - Arncott email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 129 FT AMSL
EGR1U144 NSA BICESTER - ST DAVIDS BARRACKS 515253N 0010918W - 515246N 0010844W - 515244N 0010822W - 515236N 0010815W - 515234N 0010819W - 515225N 0010910W - 515241N 0010932W - 515253N 0010918W	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 Bicester - St Davids Barracks. NSA Bicester - St Davids Barracks email: ARMY-RAR-site15@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 416 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
EGR1U145 NSA BICKLEIGH BARRACKS - PLYMOUTH 502640N 0040512W - 502638N 0040451W - 502629N 0040440W - 502614N 0040448W - 502609N 0040454W - 502637N 0040514W - 502640N 0040512W	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 Bickleigh Barracks - Plymouth. NSA Bickleigh Barracks - Plymouth email: NAVY-RAR-site642@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 359 FT AMSL
EGR1U146 NSA BLANDFORD CAMP 505327N 0020702W - 505307N 0020612W - 505244N 0020542W - 505232N 0020537W - 505158N 0020604W - 505151N 0020656W - 505153N 0020736W - 505240N 0020735W - 505327N 0020702W	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 Blandford Camp. NSA Blandford Camp email: BlandfordGar-HQBGSU Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 404 FT AMSL
EGR1U147 NSA BOVINGTON CAMP 504356N 0021527W - 504359N 0021357W - 504338N 0021309W - 504140N 0021306W - 504107N 0021342W - 504117N 0021456W - 504128N 0021521W - 504156N 0021547W - 504302N 0021501W - 504356N 0021527W	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 Bovington Camp. NSA Bovington Camp email: ARMY-RAR-site17@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 317 FT AMSL
EGR1U148 NSA BRAWDY 515347N 0050816W - 515350N 0050741W - 515328N 0050722W - 515346N 0050657W - 515322N 0050643W - 515250N 0050653W - 515208N 0050731W - 515208N 0050748W - 515221N 0050756W - 515220N 0050807W - 515247N 0050817W - 515256N 0050810W - 515307N 0050744W - 515335N 0050819W - 515347N 0050816W	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 Brawdy. NSA Brawdy email: ARMY-RAR-site16@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 368 FT AMSL
EGR1U149 NSA BRITANNIA ROYAL NAVAL COLLEGE 502140N 0033512W - 502139N 0033446W - 502135N 0033440W - 502124N 0033440W - 502118N 0033445W - 502113N 0033505W - 502112N 0033523W - 502120N 0033528W - 502140N 0033512W	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 Britannia Royal Naval College. NSA Britannia Royal Naval College email: NAVY-RAR-site601@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 353 FT AMSL
EGR1U150 NSA BUDE 505317N 0043332W - 505317N 0043250W - 505259N 0043300W - 505259N 0043332W - 505317N 0043332W	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 Bude. NSA Bude email: ProtectiveSecurity@GCHQ.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 432 FT AMSL
EGR1U151 NSA BULFORD 511138N 0014456W - 511201N 0014350W - 511146N 0014301W - 511102N 0014337W - 511117N 0014433W - 511138N 0014456W	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 Bulford. NSA Bulford email: ARMY-RAR-site18@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 475 FT AMSL
EGR1U152 NSA COLCHESTER GARRISON 515239N 0005306E - 515236N 0005403E - 515207N 0005400E - 515223N 0005448E - 515214N 0005523E - 515042N 0005639E - 515010N 0005550E - 515028N 0005335E - 515043N 0005251E - 515121N 0005158E - 515143N 0005257E - 515206N 0005322E - 515218N 0005241E - 515239N 0005306E	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 Colchester Garrison. NSA Colchester Garrison email: ARMY-RAR-site21@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 162 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
EGR1U153 NSA CTC RM LYMPSTONE 504000N 0032636W - 504003N 0032615W - 503947N 0032554W - 503938N 0032623W - 504000N 0032636W	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 CTC RM Lympstone. NSA CTC RM Lympstone email: NAVY-RAR-site602@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 99 FT AMSL
EGR1U154 NSA DENISON BARRACKS 512722N 0011721W - 512723N 0011709W - 512719N 0011659W - 512711N 0011651W - 512707N 0011710W - 512712N 0011722W - 512722N 0011721W	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 Denison Barracks. NSA Denison Barracks email: ARMY-RAR-site24@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 385 FT AMSL
EGR1U155 NSA DUKE OF GLOUCESTER BARRACKS 514148N 0015543W - 514116N 0015433W - 514059N 0015527W - 514109N 0015550W - 514129N 0015607W - 514148N 0015543W	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 Duke of Gloucester Barracks . NSA Duke of Gloucester Barracks email: ARMY-RAR-site22@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
EGR1U156 NSA GOSPORT OFD 504811N 0010759W - 504834N 0010715W - 504746N 0010648W - 504756N 0010754W - 504811N 0010759W	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 OFD. NSA Gosport OFD email: Info@OPA.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 38 FT AMSL
EGR1U157 NSA HMS CAMBRIA 512752N 0030916W - 512752N 0030912W - 512749N 0030912W - 512747N 0030914W - 512748N 0030916W - 512752N 0030916W	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 Cambria. NSA HMS Cambria email: NAVY-RAR-site605@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 29 FT AMSL
EGR1U158 NSA HMS COLLINGWOOD 505031N 0011153W - 505018N 0011111W - 505004N 0011115W - 504955N 0011121W - 505000N 0011201W - 505026N 0011157W - 505031N 0011153W	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 Collingwood. NSA HMS Collingwood email: NAVY-RAR-site606@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 71 FT AMSL
EGR1U159 NSA HMS FLYING FOX 512605N 0023702W - 512604N 0023658W - 512600N 0023659W - 512600N 0023704W - 512605N 0023702W	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 Flying Fox. NSA HMS Flying Fox email: NAVY-RAR-site609@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
EGR1U160 NSA HMS PRESIDENT 513021N 0000415W - 513020N 0000413W - 513016N 0000416W - 513017N 0000419W - 513021N 0000415W	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 President. NSA HMS President email: NAVY-RAR-site617@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 26 FT AMSL
EGR1U161 NSA HMS RALEIGH 502247N 0041330W - 502215N 0041217W - 502159N 0041306W - 502158N 0041341W - 502210N 0041353W - 502247N 0041330W	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 HMS Raleigh. NSA HMS Raleigh email: raleigh-site612@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 199 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
EGR1U162 NSA HMS SULTAN 504836N 0010946W - 504832N 0010927W - 504809N 0010920W - 504748N 0010926W - 504731N 0011008W - 504822N 0010954W - 504836N 0010946W	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 Sultan. NSA HMS Sultan email: NAVY-RAR-site613@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 64 FT AMSL
EGR1U163 NSA HMS TEMERAIRE 504745N 0010610W - 504750N 0010545W - 504746N 0010544W - 504741N 0010547W - 504739N 0010554W - 504736N 0010557W - 504737N 0010600W - 504735N 0010602W - 504741N 0010610W - 504745N 0010610W	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 Temeraire. NSA HMS Temeraire 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: 24 FT AMSL
EGR1U164 NSA IMJIN BARRACKS 515350N 0021216W - 515352N 0021134W - 515318N 0021110W - 515307N 0021136W - 515302N 0021205W - 515350N 0021216W	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 Imjin Barracks. NSA Imjin Barracks email: ARMY-RAR-site26@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 85 FT AMSL
EGR1U165 NSA INSTITUTE OF NAVAL MEDICINE 504654N 0010830W - 504654N 0010823W - 504651N 0010822W - 504644N 0010826W - 504647N 0010834W - 504654N 0010830W	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 Institute of Naval Medicine. NSA Institute of Naval Medicine email: NAVYINM-EXEC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 36 FT AMSL
EGR1U166 NSA JUPITER POINT 502325N 0041355W - 502328N 0041341W - 502325N 0041339W - 502322N 0041347W - 502325N 0041355W	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 Jupiter Point. NSA Jupiter Point email: raleigh-site612@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 64 FT AMSL
EGR1U167 NSA LONGMOOR CAMP 510600N 0005213W - 510545N 0005014W - 510524N 0004933W - 510501N 0004942W - 510446N 0005009W - 510439N 0005043W - 510408N 0005016W - 510337N 0005057W - 510324N 0005336W - 510410N 0005259W - 510438N 0005307W - 510600N 0005213W	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 Longmoor Camp. NSA Longmoor Camp email: ARMY-RAR-site30@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 546 FT AMSL
EGR1U168 NSA LULWORTH GUNNERY SCHOOL 504027N 0021121W - 504008N 0020802W - 503749N 0020756W - 503628N 0020818W - 503659N 0021439W - 503800N 0021423W - 503817N 0021257W - 503927N 0021141W - 504027N 0021121W	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 Lulworth Gunnery School. NSA Lulworth Gunnery School email: ARMY-RAR-site31@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 641 FT AMSL
EGR1U169 NSA MCSU PORTSDOWN 505128N 0010553W - 505127N 0010542W - 505123N 0010543W - 505124N 0010553W - 505128N 0010553W	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 MCSU Portsdown. NSA MCSU Portsdown email: NAVY-RAR-site646@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 384 FT AMSL
EGR1U170 NSA MIDDLE WALLOP 510925N 0013422W - 510930N 0013401W - 510856N 0013259W - 510808N 0013350W - 510756N 0013418W - 510829N 0013459W - 510925N 0013422W	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 Middle Wallop. NSA Middle Wallop email: ARMY-RAR-site33@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 343 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
EGR1U171 NSA MOD BOSCOMBE DOWN 511014N 0014513W - 510955N 0014335W - 510832N 0014326W - 510826N 0014631W - 511014N 0014513W	Upper limit: 900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA MOD Boscombe Down. NSA MOD Boscombe Down email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 425 FT AMSL
EGR1U172 NSA MOD LYNEHAM 513039N 0020045W - 513056N 0015854W - 513033N 0015800W - 512958N 0015747W - 512932N 0015906W - 513003N 0020008W - 512959N 0020046W - 513011N 0020116W - 513039N 0020045W	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 MOD Lyneham. NSA MOD Lyneham email: MSHQ-CAA-SCC-Permissions-Group@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 552 FT AMSL
EGR1U173 NSA MOD ST EVAL 502900N 0050037W - 502900N 0045931W - 502845N 0045910W - 502830N 0045929W - 502824N 0050005W - 502826N 0050045W - 502830N 0050048W - 502835N 0050035W - 502900N 0050037W	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 St Eval. NSA MOD St Eval email: MSHQ-CAA-SCC-Permissions-Group@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 340 FT AMSL
EGR1U174 NSA PENDINE 514438N 0043325W - 514511N 0043125W - 514520N 0042516W - 514438N 0042422W - 514330N 0042721W - 514325N 0042845W - 514412N 0043316W - 514438N 0043325W	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 Pendine. NSA Pendine email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 167 FT AMSL
EGR1U175 NSA PORTLAND 503107N 0022736W - 503103N 0022720W - 503054N 0022727W - 503054N 0022734W - 503100N 0022737W - 503107N 0022736W	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 Portland. NSA Portland email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 81 FT AMSL
EGR1U176 NSA PORTSDOWN WEST 505143N 0010749W - 505139N 0010715W - 505130N 0010719W - 505134N 0010750W - 505143N 0010749W	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 Portsdown West. NSA Portsdown West email: DstlUASEnquiries@dstl.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 379 FT AMSL
EGR1U177 NSA RAF BENSON 513734N 0010546W - 513731N 0010510W - 513719N 0010446W - 513645N 0010438W - 513637N 0010448W - 513621N 0010551W - 513625N 0010608W - 513651N 0010627W - 513712N 0010616W - 513734N 0010546W	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 Benson. NSA RAF Benson email: BEN-DRONES@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 270 FT AMSL
EGR1U178 NSA RAF BRIZE NORTON 514519N 0013523W - 514542N 0013513W - 514553N 0013418W - 514523N 0013335W - 514459N 0013323W - 514414N 0013349W - 514437N 0013627W - 514449N 0013633W - 514519N 0013523W	Upper limit: 800 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA RAF Brize Norton. NSA RAF Brize Norton email: bzn-osw-ops-doc@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 316 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
EGR1U179 NSA RAF HALTON 514753N 0004432W - 514747N 0004419W - 514756N 0004402W - 514638N 0004252W - 514609N 0004314W - 514628N 0004426W - 514720N 0004453W - 514738N 0004428W - 514746N 0004442W - 514753N 0004432W	Upper limit: 1300 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 Halton. NSA RAF Halton email: hal-opssqncentral@mod.gov.uk or HAL-OpsSqnCentral@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 848 FT AMSL
EGR1U180 NSA RAF HIGH WYCOMBE - SITE 1 514058N 0004825W - 514101N 0004803W - 514049N 0004755W - 514044N 0004759W - 514044N 0004816W - 514054N 0004831W - 514058N 0004825W	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 RAF High Wycombe - Site 1. NSA RAF High Wycombe - Site 1 email: HWY-StationHQ@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 688 FT AMSL
EGR1U181 NSA RAF HIGH WYCOMBE - SITE 2 514032N 0004748W - 514032N 0004733W - 514022N 0004737W - 514023N 0004742W - 514032N 0004748W	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 RAF High Wycombe - Site 2. NSA RAF High Wycombe - Site 2 email: HWY-StationHQ@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 674 FT AMSL
EGR1U182 NSA RAF HIGH WYCOMBE - SITE 3 514056N 0004710W - 514053N 0004659W - 514043N 0004654W - 514031N 0004705W - 514024N 0004716W - 514027N 0004722W - 514034N 0004729W - 514056N 0004710W	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 RAF High Wycombe - Site 3. NSA RAF High Wycombe - Site 3 email: HWY-StationHQ@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 681 FT AMSL
EGR1U183 NSA RAF KENLEY 511820N 0000607W - 511839N 0000524W - 511804N 0000528W - 511801N 0000540W - 511813N 0000606W - 511820N 0000607W	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 Kenley. NSA RAF Kenley email: 2FTS-DroneFRZ@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
EGR1U184 NSA RAF LITTLE RISSINGTON 515211N 0014207W - 515229N 0014128W - 515221N 0014046W - 515144N 0014031W - 515120N 0014112W - 515127N 0014208W - 515211N 0014207W	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 Little Rissington. NSA RAF Little Rissington email: MRM-OpsDOOGroup@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 758 FT AMSL
EGR1U185 NSA RAF NORTHOLT 513327N 0002549W - 513339N 0002442W - 513317N 0002417W - 513255N 0002409W - 513252N 0002434W - 513258N 0002603W - 513327N 0002549W	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 Northolt. NSA RAF Northolt email: nor-opsatcgpmailbox@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 147 FT AMSL
EGR1U186 NSA RAF ODIHAM 511433N 0005703W - 511443N 0005632W - 511407N 0005532W - 511354N 0005538W - 511326N 0005652W - 511350N 0005734W - 511411N 0005726W - 511433N 0005703W	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 Odiham. NSA RAF Odiham email: odi-osw-docgmb@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 415 FT AMSL
EGR1U187 NSA RAF PORTHREATH 501657N 0051527W - 501627N 0051453W - 501611N 0051451W - 501534N 0051543W - 501531N 0051618W - 501543N 0051651W - 501613N 0051714W - 501657N 0051527W	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 Porthreath. NSA RAF Porthreath email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 301 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
EGR1U188 NSA RAF ST MAWGAN 502627N 0050230W - 502637N 0050211W - 502630N 0050010W - 502611N 0045949W - 502559N 0045956W - 502558N 0050148W - 502614N 0050225W - 502627N 0050230W	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 St Mawgan . NSA RAF St Mawgan email: SMG-Operations-Plans@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 338 FT AMSL
EGR1U189 NSA REGENTS PARK BARRACKS 513202N 0000846W - 513203N 0000841W - 513155N 0000835W - 513154N 0000842W - 513202N 0000846W	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 Regents Park Barracks. NSA Regents Park Barracks email: ARMY-RAR-site40@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 127 FT AMSL
EGR1U190 NSA RM INSTOW 510337N 0041036W - 510335N 0041032W - 510332N 0041028W - 510330N 0041031W - 510329N 0041034W - 510333N 0041038W - 510337N 0041036W	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 RM Instow. NSA RM Instow email: NAVY-RAR-site625@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 31 FT AMSL
EGR1U191 NSA RMB CHIVENOR 510524N 0041005W - 510550N 0040926W - 510536N 0040813W - 510523N 0040746W - 510516N 0040746W - 510509N 0040800W - 510503N 0040845W - 510508N 0040957W - 510524N 0041005W	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 RMB Chivenor. NSA RMB Chivenor email: NAVY-RAR-site626@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 40 FT AMSL
EGR1U192 NSA RMR CITY OF LONDON 512639N 0001152W - 512640N 0001147W - 512639N 0001144W - 512638N 0001144W - 512636N 0001151W - 512639N 0001152W	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 RMR City of London. NSA RMR City of London email: NAVY-RAR-site635@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 36 FT AMSL
EGR1U193 NSA RNAS CULDROSE 500518N 0051613W - 500533N 0051548W - 500530N 0051415W - 500451N 0051405W - 500433N 0051406W - 500424N 0051420W - 500432N 0051548W - 500518N 0051613W	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 RNAS Culdrose. NSA RNAS Culdrose email: NAVYCU-AIROPSGroupMail@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 272 FT AMSL
EGR1U194 NSA RNAS MERRYFIELD 505808N 0025648W - 505820N 0025604W - 505755N 0025532W - 505745N 0025529W - 505725N 0025541W - 505723N 0025559W - 505735N 0025658W - 505745N 0025711W - 505808N 0025648W	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 RNAS Merryfield. NSA RNAS Merryfield email: navyyeo-airoperationsshared@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 167 FT AMSL
EGR1U195 NSA RNAS YEOVILTON 510040N 0023942W - 510116N 0023821W - 510055N 0023736W - 510032N 0023739W - 510008N 0023803W - 510003N 0023828W - 510024N 0023956W - 510040N 0023942W	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 RNAS Yeovilton. NSA RNAS Yeovilton email: navyyeo-airoperationsshared@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 97 FT AMSL
EGR1U196 NSA ROYAL MARINES BARRACKS STONEHOUSE 502202N 0040944W - 502202N 0040939W - 502201N 0040933W - 502146N 0040918W - 502141N 0040924W - 502140N 0040927W - 502141N 0040933W - 502155N 0040942W - 502202N 0040944W	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 Royal Marines Barracks Stonehouse. NSA Royal Marines Barracks Stonehouse email: NAVY-RAR-site630@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 54 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
EGR1U197 NSA ROYAL MILITARY ACADEMY SANDHURST 512228N 0004531W - 512152N 0004348W - 512115N 0004307W - 512025N 0004441W - 512000N 0004613W - 512019N 0004640W - 512141N 0004612W - 512204N 0004555W - 512228N 0004531W	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 Royal Military Academy Sandhurst. NSA Royal Military Academy Sandhurst email: ARMY-RAR-site41@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 479 FT AMSL
EGR1U198 NSA SALISBURY PLAIN CENTRE 511805N 0015649W - 511733N 0015211W - 511655N 0015023W - 511442N 0014836W - 511244N 0014739W - 511144N 0014743W - 511150N 0015057W - 511245N 0015623W - 511534N 0015916W - 511805N 0015649W	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 Salisbury Plain Centre. NSA Salisbury Plain Centre email: ARMY-RAR-site42@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 752 FT AMSL
EGR1U199 NSA SALISBURY PLAIN WEST 511457N 0020958W - 511532N 0020848W - 511555N 0020305W - 511526N 0020033W - 511437N 0015855W - 511335N 0015820W - 511232N 0020003W - 511153N 0020334W - 511231N 0020858W - 511157N 0020906W - 511218N 0021018W - 511248N 0021015W - 511422N 0021033W - 511457N 0020958W	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 Salisbury Plain West. NSA Salisbury Plain West email: ARMY-RAR-site43@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 760 FT AMSL
EGR1U200 NSA SHOEBURYNESS 513530N 0004841E - 513654N 0005220E - 513942N 0010412E - 513858N 0010521E - 513132N 0005648E - 513033N 0005118E - 513020N 0004539E - 513530N 0004841E	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 Shoeburyness. NSA Shoeburyness email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 48 FT AMSL
EGR1U201 NSA SWANWICK 505317N 0011717W - 505320N 0011711W - 505310N 0011659W - 505307N 0011713W - 505313N 0011722W - 505317N 0011717W	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 Swanwick. NSA Swanwick email: corsec@nats.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 92 FT AMSL
EGR1U202 NSA SWINGATE 510831N 0012029E - 510831N 0012034E - 510819N 0012034E - 510819N 0012029E - 510831N 0012029E	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 Swingate. NSA Swingate email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 392 FT AMSL
EGR1U203 NSA THANCKES OFD 502308N 0041235W - 502311N 0041228W - 502303N 0041141W - 502254N 0041135W - 502248N 0041143W - 502250N 0041233W - 502258N 0041236W - 502308N 0041235W	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 Thanckes OFD. NSA Thanckes OFD email: Info@OPA.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 143 FT AMSL
EGR1U204 NSA THE ROYAL CITADEL 502158N 0040822W - 502201N 0040813W - 502155N 0040807W - 502148N 0040804W - 502148N 0040817W - 502153N 0040825W - 502158N 0040822W	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 The Royal Citadel. NSA The Royal Citadel email: NAVY-RAR-site629@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 111 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
EGR1U205 NSA TIDWORTH/PERHAM DOWN GARRISON 511417N 0014131W - 511431N 0014027W - 511428N 0014003W - 511425N 0013951W - 511351N 0013949W - 511336N 0014107W - 511342N 0014131W - 511417N 0014131W	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 Tidworth/Perham Down Garrison. NSA Tidworth/Perham Down Garrison email: ARMY-RAR-site44@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 623 FT AMSL
EGR1U206 NSA TRENCHARD LINES 511757N 0014630W - 511753N 0014611W - 511731N 0014604W - 511721N 0014608W - 511652N 0014716W - 511717N 0014724W - 511757N 0014630W	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 Trenchard Lines. NSA Trenchard Lines email: ARMY-RAR-site45@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 652 FT AMSL
EGR1U207 NSA VAUXHALL BARRACKS 513653N 0011526W - 513647N 0011504W - 513642N 0011506W - 513640N 0011509W - 513641N 0011520W - 513646N 0011526W - 513653N 0011526W	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 Vauxhall Barracks. NSA Vauxhall Barracks email: ARMY-RAR-site46@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 263 FT AMSL
EGR1U208 NSA WHITELEY 505301N 0011429W - 505301N 0011414W - 505259N 0011416W - 505259N 0011418W - 505257N 0011420W - 505253N 0011420W - 505252N 0011418W - 505250N 0011419W - 505250N 0011425W - 505258N 0011429W - 505301N 0011429W	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 Whiteley. NSA Whiteley email: corsec@nats.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 76 FT AMSL
EGR1U209 NSA WOOLWICH GARRISON 512914N 0000324E - 512918N 0000346E - 512914N 0000348E - 512907N 0000345E - 512849N 0000307E - 512900N 0000303E - 512914N 0000324E	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 Woolwich Garrison. NSA Woolwich Garrison email: ARMY-RAR-site48@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 162 FT AMSL
EGR1U210 NSA WORTHY DOWN 510707N 0012037W - 510707N 0011921W - 510705N 0011905W - 510647N 0011857W - 510627N 0011854W - 510644N 0012037W - 510707N 0012037W	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 Worthy Down. NSA Worthy Down email: ARMY-RAR-site49@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 405 FT AMSL
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U002B WELSHPOOL RWY 04 523510N 0031134W - 523529N 0031218W - 523615N 0031125W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523743N 0030912W to 523556N 0031041W - 523510N 0031134W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U002C WELSHPOOL RWY 22 524016N 0030650W - 523957N 0030606W - 523911N 0030658W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523743N 0030912W to 523930N 0030742W - 524016N 0030650W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U003A SHOBDON A circle, 2 NM radius, centred at 521430N 0025252W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U003B SHOBDON RWY 08 521352N 0025732W - 521424N 0025739W - 521431N 0025607W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521430N 0025252W to 521359N 0025600W - 521352N 0025732W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U003C SHOBDON RWY 26 521508N 0024813W - 521436N 0024806W - 521429N 0024937W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521430N 0025252W to 521501N 0024943W - 521508N 0024813W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U004A SLEAP A circle, 2 NM radius, centred at 525002N 0024618W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U004B SLEAP RWY 05 524748N 0024923W - 524811N 0025001W - 524850N 0024856W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525002N 0024618W to 524827N 0024818W - 524748N 0024923W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U005B SHAWBURY RWY 05 524527N 0024325W - 524550N 0024403W - 524633N 0024252W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524609N 0024218W - 524527N 0024325W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U005C SHAWBURY RWY 23 525011N 0023655W - 524949N 0023617W - 524858N 0023740W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524919N 0023821W - 525011N 0023655W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U005D SHAWBURY RWY 18 525048N 0024032W - 525048N 0023939W - 524936N 0023938W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524936N 0024032W - 525048N 0024032W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U005E SHAWBURY RWY 36 524426N 0023937W - 524426N 0024031W - 524538N 0024031W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524737N 0024005W to 524538N 0023938W - 524426N 0023937W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U006A TERNHILL A circle, 2 NM radius, centred at 525223N 0023156W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U006B TERNHILL RWY 04 525004N 0023450W - 525026N 0023529W - 525107N 0023428W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525045N 0023348W - 525004N 0023450W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U006C TERNHILL RWY 22 525443N 0022902W - 525421N 0022822W - 525340N 0022924W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525223N 0023156W to 525402N 0023003W - 525443N 0022902W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U007A COSFORD A circle, 2 NM radius, centred at 523826N 0021819W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U007B COSFORD RWY 06 523637N 0022215W - 523704N 0022243W - 523737N 0022118W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523709N 0022050W - 523637N 0022215W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U007C COSFORD RWY 24 524015N 0021423W - 523947N 0021355W - 523915N 0021519W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523943N 0021547W - 524015N 0021423W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U007D COSFORD RWY 06L 523639N 0022217W - 523707N 0022245W - 523739N 0022120W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523711N 0022053W - 523639N 0022217W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U007E COSFORD RWY 24R 524016N 0021428W - 523948N 0021359W - 523917N 0021521W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523826N 0021819W to 523944N 0021550W - 524016N 0021428W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U008A WOLVERHAMPTON/ HALFPENNY GREEN A circle, 2 NM radius, centred at 523103N 0021534W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U008B WOLVERHAMPTON/ HALFPENNY GREEN RWY 04 522840N 0021816W - 522859N 0021859W - 522945N 0021803W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 522923N 0021724W - 522840N 0021816W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U008F WOLVERHAMPTON/ HALFPENNY GREEN RWY 10 523105N 0022029W - 523137N 0022022W - 523130N 0021846W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523058N 0021851W - 523105N 0022029W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGR2U008G WOLVERHAMPTON/ HALFPENNY GREEN RWY 28 523056N 0021055W - 523024N 0021101W - 523030N 0021225W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523103N 0021534W to 523102N 0021218W - 523056N 0021055W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGR2U009A TATENHILL A circle, 2 NM radius, centred at 524851N 0014553W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U009B TATENHILL RWY 08 524744N 0015032W - 524815N 0015047W - 524833N 0014908W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524851N 0014553W to 524802N 0014853W - 524744N 0015032W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U009C TATENHILL RWY 26 524957N 0014114W - 524926N 0014059W - 524908N 0014237W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524851N 0014553W to 524939N 0014252W - 524957N 0014114W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U010A BIRMINGHAM A circle, 2.5 NM radius, centred at 522722N 0014502W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U010B BIRMINGHAM RWY 15 522953N 0014822W - 523011N 0014738W - 522934N 0014657W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522722N 0014502W to 522916N 0014741W - 522953N 0014822W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U011D DERBY RWY 10 525144N 0014134W - 525216N 0014126W - 525210N 0014012W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525138N 0014021W - 525144N 0014134W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U011E DERBY RWY 28 525131N 0013225W - 525059N 0013233W - 525106N 0013351W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525138N 0013345W - 525131N 0013225W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U011F DERBY RWY 17 525422N 0013812W - 525427N 0013720W - 525335N 0013706W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 525330N 0013759W - 525422N 0013812W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U011G DERBY RWY 35 524849N 0013554W - 524844N 0013647W - 524935N 0013700W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525135N 0013703W to 524940N 0013607W - 524849N 0013554W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U012A WELLESBOURNE MOUNTFORD A circle, 2 NM radius, centred at 521132N 0013652W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U012B WELLESBOURNE MOUNTFORD RWY 05 520909N 0013952W - 520932N 0014029W - 521014N 0013920W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 520952N 0013840W - 520909N 0013952W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U012C WELLESBOURNE MOUNTFORD RWY 23 521332N 0013352W - 521309N 0013315W - 521237N 0013408W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521132N 0013652W to 521302N 0013443W - 521332N 0013352W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U014B EAST MIDLANDS RWY 09 524929N 0012515W - 525002N 0012517W - 525003N 0012347W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524952N 0011940W to 524931N 0012345W - 524929N 0012515W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U014C EAST MIDLANDS RWY 27 525014N 0011405W - 524941N 0011403W - 524940N 0011534W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524952N 0011940W to 525012N 0011535W - 525014N 0011405W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U015A NOTTINGHAM A circle, 2 NM radius, centred at 525515N 0010448W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U015B NOTTINGHAM RWY 03 525228N 0010627W - 525244N 0010715W - 525333N 0010632W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525320N 0010542W - 525228N 0010627W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U015C NOTTINGHAM RWY 21 525754N 0010243W - 525738N 0010156W - 525647N 0010241W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525704N 0010327W - 525754N 0010243W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U015D NOTTINGHAM RWY 09 525452N 0010933W - 525524N 0010935W - 525526N 0010805W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525454N 0010803W - 525452N 0010933W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U015E NOTTINGHAM RWY 27 525537N 0005958W - 525505N 0005956W - 525503N 0010131W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525515N 0010448W to 525535N 0010133W - 525537N 0005958W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U016E LEICESTER RWY 24 523827N 0005840W - 523803N 0005804W - 523729N 0005905W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523754N 0005938W - 523827N 0005840W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U016F LEICESTER RWY 10 523631N 0010647W - 523703N 0010641W - 523657N 0010506W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523625N 0010512W - 523631N 0010647W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U016G LEICESTER RWY 28 523626N 0005704W - 523554N 0005709W - 523600N 0005844W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523632N 0005838W - 523626N 0005704W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U016H LEICESTER RWY 15 523841N 0010436W - 523857N 0010350W - 523818N 0010314W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523801N 0010359W - 523841N 0010436W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U016J LEICESTER RWY 16 523837N 0010440W - 523854N 0010355W - 523817N 0010318W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523759N 0010403W - 523837N 0010440W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U016K LEICESTER RWY 34 523405N 0005906W - 523348N 0005952W - 523437N 0010040W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523453N 0005954W - 523405N 0005906W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U016L LEICESTER RWY 33 523401N 0005915W - 523345N 0010001W - 523435N 0010048W thence anti-clockwise by the arc of a circle radius 2 NM centred on 523628N 0010155W to 523450N 0010001W - 523401N 0005915W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U019B BARKSTON HEATH RWY 06 525553N 0003743W - 525620N 0003812W - 525656N 0003637W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525629N 0003608W - 525553N 0003743W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U019C BARKSTON HEATH RWY 24 525943N 0002924W - 525916N 0002856W - 525837N 0003037W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525904N 0003106W - 525943N 0002924W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U019D BARKSTON HEATH RWY 10 525756N 0003847W - 525827N 0003836W - 525813N 0003651W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525741N 0003655W - 525756N 0003847W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U019E BARKSTON HEATH RWY 28 525709N 0002854W - 525638N 0002906W - 525651N 0003042W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525721N 0003023W - 525709N 0002854W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U019F BARKSTON HEATH RWY 18 530037N 0003400W - 530038N 0003306W - 525945N 0003303W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525946N 0003356W - 530037N 0003400W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U019G BARKSTON HEATH RWY 36 525449N 0003243W - 525448N 0003337W - 525547N 0003341W thence anti-clockwise by the arc of a circle radius 2 NM centred on 525747N 0003337W to 525551N 0003247W - 525449N 0003243W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U020A WITTERING A circle, 2.5 NM radius, centred at 523647N 0002833W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U022C OLD WARDEN RWY 21 520753N 0001732W - 520739N 0001645W - 520652N 0001721W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520706N 0001808W - 520753N 0001732W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U022D OLD WARDEN RWY 03X 520218N 0002051W - 520231N 0002139W - 520332N 0002053W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520318N 0002005W - 520218N 0002051W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U022E OLD WARDEN RWY 21X 520753N 0001732W - 520739N 0001645W - 520652N 0001721W thence anti-clockwise by the arc of a circle radius 2 NM centred on 520512N 0001907W to 520706N 0001808W - 520753N 0001732W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U024A FENLAND A circle, 2 NM radius, centred at 524422N 0000148W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U024B FENLAND RWY 18 524711N 0000210W - 524710N 0000116W - 524620N 0000118W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524422N 0000148W to 524621N 0000211W - 524711N 0000210W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U024C FENLAND RWY 36 524130N 0000125W - 524131N 0000219W - 524224N 0000217W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524422N 0000148W to 524223N 0000124W - 524130N 0000125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U025A DUXFORD A circle, 2 NM radius, centred at 520526N 0000753E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR2U026A CAMBRIDGE A circle, 2.5 NM radius, centred at 521218N 0001030E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U026B CAMBRIDGE RWY 05 521006N 0000655E - 521030N 0000621E - 521055N 0000708E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 521218N 0001030E to 521030N 0000742E - 521006N 0000655E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U026C CAMBRIDGE RWY 23 521432N 0001409E - 521407N 0001442E - 521341N 0001352E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 521218N 0001030E to 521406N 0001319E - 521432N 0001409E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U027A MILDENHALL A circle, 2.5 NM radius, centred at 522143N 0002911E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR2U027B MILDENHALL RWY 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 522906N 0003013E - 522914N 0003039E - 522909N 0003109E - 522857N 0003139E - 522842N 0003145E - 522820N 0003108E - 522830N 0003035E - 522906N 0003013E	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 522242N 0002823E - 522219N 0002851E - 522147N 0003052E - 522127N 0003054E - 522105N 0002913E - 522128N 0002750E - 522154N 0002728E - 522214N 0002746E - 522242N 0002823E	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
EGR2U086 NSA ABERPORTH - SITE 1 520750N 0043403W - 520748N 0043356W - 520736N 0043402W - 520732N 0043413W - 520735N 0043419W - 520737N 0043415W - 520750N 0043403W	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 Aberporth - Site 1. NSA Aberporth - Site 1 email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 491 FT AMSL
EGR2U087 NSA ABERPORTH - SITE 2 520820N 0043501W - 520836N 0043433W - 520841N 0043407W - 520840N 0043342W - 520835N 0043326W - 520819N 0043301W - 520814N 0043304W - 520805N 0043319W - 520755N 0043359W - 520811N 0043445W - 520820N 0043501W	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 Aberporth - Site 2. NSA Aberporth - Site 2 email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 441 FT AMSL
EGR2U088 NSA ASHCHURCH 520020N 0020553W - 520028N 0020522W - 520014N 0020520W - 520011N 0020529W - 520001N 0020529W - 515951N 0020607W - 520004N 0020626W - 520020N 0020553W	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 Ashchurch. NSA Ashchurch email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 100 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
EGR2U089 NSA BARFORD ST JOHN 520036N 0012218W - 520035N 0012036W - 520005N 0012034W - 515951N 0012117W - 515955N 0012151W - 520006N 0012214W - 520036N 0012218W	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 Barford St John. NSA Barford St John 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: 425 FT AMSL
EGR2U090 NSA CHETWYND BARRACKS 525456N 0011529W - 525459N 0011515W - 525458N 0011443W - 525448N 0011426W - 525436N 0011421W - 525429N 0011457W - 525436N 0011536W - 525446N 0011539W - 525456N 0011529W	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 Chetwynd Barracks. NSA Chetwynd Barracks email: ARMY-RAR-site20@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 294 FT AMSL
EGR2U091 NSA HMS FORWARD 522842N 0015159W - 522841N 0015156W - 522836N 0015156W - 522839N 0015201W - 522842N 0015159W	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 HMS Forward. NSA HMS Forward email: NAVY-RAR-site610@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 418 FT AMSL
EGR2U092 NSA KENDREW BARRACKS 524417N 0004024W - 524447N 0003809W - 524441N 0003758W - 524331N 0003825W - 524314N 0003918W - 524326N 0004020W - 524417N 0004024W	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 Kendrew Barracks. NSA Kendrew Barracks email: ARMY-RAR-site28@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 468 FT AMSL
EGR2U093 NSA MOD STAFFORD 524949N 0020619W - 524950N 0020523W - 524904N 0020515W - 524854N 0020520W - 524900N 0020548W - 524908N 0020605W - 524928N 0020620W - 524943N 0020622W - 524949N 0020619W	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 Stafford. NSA MOD Stafford email: ARMY-RAR-site35@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 348 FT AMSL
EGR2U094 NSA MOD STAFFORD - SITE 2 525024N 0020514W - 525018N 0020459W - 525006N 0020512W - 525017N 0020524W - 525024N 0020514W	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 Stafford - Site 2. NSA MOD Stafford - Site 2 email: ARMY-RAR-site36@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 418 FT AMSL
EGR2U095 NSA MOD STAFFORD - SITE 4 525005N 0020638W - 525003N 0020619W - 524952N 0020618W - 524955N 0020642W - 525005N 0020638W	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 Stafford - Site 4. NSA MOD Stafford - Site 4 email: ARMY-RAR-site37@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 308 FT AMSL
EGR2U096 NSA MOD STAFFORD - SITE 6A 525007N 0020418W - 525010N 0020404W - 525006N 0020358W - 524956N 0020353W - 524951N 0020400W - 524958N 0020418W - 525003N 0020424W - 525007N 0020418W	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 Stafford - Site 6A. NSA MOD Stafford - Site 6A email: ARMY-RAR-site38@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 478 FT AMSL
EGR2U097 NSA NEATISHEAD - SITE 1 524357N 0012740E following the line of latitude to - 524357N 0012742E - 524354N 0012743E following the line of latitude to - 524354N 0012741E - 524357N 0012740E	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 Neatishead - Site 1. NSA Neatishead - Site 1 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 38 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
EGR2U098 NSA NEATISHEAD - SITE 2 524441N 0012801E - 524440N 0012805E - 524437N 0012804E - 524437N 0012800E - 524441N 0012801E	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 Neatishead - Site 2. NSA Neatishead - Site 2 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 52 FT AMSL
EGR2U099 NSA NEATISHEAD - SITE 3 524254N 0012811E - 524255N 0012821E - 524252N 0012821E - 524250N 0012812E - 524254N 0012811E	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 Neatishead - Site 3. NSA Neatishead - Site 3 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 33 FT AMSL
EGR2U100 NSA RAF BARKSTON HEATH 525756N 0003416W - 525815N 0003343W - 525818N 0003250W - 525810N 0003240W - 525717N 0003315W - 525719N 0003345W - 525730N 0003431W - 525756N 0003416W	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 Barkston Heath. NSA RAF Barkston Heath email: CRN-Ops-Ops@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 378 FT AMSL
EGR2U101 NSA RAF COSFORD 523829N 0021937W - 523914N 0021812W - 523910N 0021704W - 523852N 0021705W - 523824N 0021731W - 523801N 0021811W - 523800N 0021837W - 523829N 0021937W	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 Cosford. NSA RAF Cosford email: cos-atc-shared@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 326 FT AMSL
EGR2U102 NSA RAF HENLOW 520126N 0001853W - 520136N 0001823W - 520136N 0001758W - 520126N 0001727W - 520056N 0001720W - 520004N 0001733W - 520006N 0001753W - 520021N 0001804W - 520045N 0001842W - 520126N 0001853W	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 Henlow. NSA RAF Henlow email: HLW-StnContactGpMbx@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 186 FT AMSL
EGR2U103 NSA RAF HONINGTON 522104N 0004517E - 522105N 0004702E - 522040N 0004749E - 521957N 0004658E - 522017N 0004559E - 522020N 0004508E - 522037N 0004446E - 522104N 0004517E	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 Honington. NSA RAF Honington email: HON-Stn-Ops@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 202 FT AMSL
EGR2U104 NSA RAF MARHAM 523857N 0003157E - 523941N 0003241E - 523950N 0003414E - 523945N 0003452E - 523916N 0003528E - 523820N 0003356E - 523806N 0003225E - 523818N 0003142E - 523857N 0003157E	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA RAF Marham. NSA RAF Marham email: MRM-OpsDOOGroup@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 139 FT AMSL
EGR2U105 NSA RAF SHAWBURY 524819N 0024037W - 524811N 0023924W - 524735N 0023921W - 524718N 0023925W - 524701N 0024001W - 524702N 0024029W - 524715N 0024057W - 524745N 0024104W - 524819N 0024037W	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 Shawbury. NSA RAF Shawbury email: SHY-OPS@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 336 FT AMSL
EGR2U106 NSA RAF TERN HILL 525253N 0023235W - 525300N 0023143W - 525235N 0023113W - 525223N 0023113W - 525200N 0023144W - 525158N 0023218W - 525234N 0023247W - 525253N 0023235W	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 Tern Hill. NSA RAF Tern Hill email: SHY-OPS@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 336 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
EGR2U107 NSA RAF WITTERING 523701N 0003018W - 523716N 0002721W - 523655N 0002641W - 523659N 0002619W - 523642N 0002624W - 523616N 0002938W - 523536N 0002958W - 523619N 0003102W - 523701N 0003018W	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 Wittering. NSA RAF Wittering email: WIT-AirOps-StnOps@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 343 FT AMSL
EGR2U108 NSA WATTISHAM FLYING STATION 520750N 0005637E - 520815N 0005808E - 520758N 0005841E - 520718N 0005814E - 520637N 0005741E - 520636N 0005707E - 520651N 0005638E - 520718N 0005616E - 520750N 0005637E	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 Wattisham Flying Station . NSA Wattisham Flying Station email: ARMY-RAR-site47@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 360 FT AMSL
EGR3U001A VALLEY A circle, 2.5 NM radius, centred at 531453N 0043207W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U001B VALLEY RWY 01 531154N 0043228W - 531158N 0043322W - 531229N 0043316W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531224N 0043223W - 531154N 0043228W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U001C VALLEY RWY 19 531810N 0043213W - 531806N 0043120W - 531721N 0043128W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531723N 0043222W - 531810N 0043213W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U001D VALLEY RWY 13 531646N 0043630W - 531711N 0043555W - 531642N 0043459W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531618N 0043534W - 531646N 0043630W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U001E VALLEY RWY 31 531253N 0042730W - 531228N 0042805W - 531305N 0042916W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531453N 0043207W to 531329N 0042841W - 531253N 0042730W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U002A CAERNARFON A circle, 2 NM radius, centred at 530607N 0042015W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U002B CAERNARFON RWY 07 530455N 0042437W - 530525N 0042455W - 530543N 0042331W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530607N 0042015W to 530512N 0042313W - 530455N 0042437W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U002C CAERNARFON RWY 25 530718N 0041554W - 530648N 0041536W - 530630N 0041700W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530607N 0042015W to 530701N 0041718W - 530718N 0041554W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U003A WOODVALE A circle, 2 NM radius, centred at 533454N 0030327W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U003B WOODVALE RWY 03 533204N 0030543W - 533220N 0030630W - 533320N 0030531W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533304N 0030444W - 533204N 0030543W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U003C WOODVALE RWY 21 533745N 0030111W - 533728N 0030024W - 533628N 0030123W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533645N 0030210W - 533745N 0030111W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U003D WOODVALE RWY 08 533358N 0030816W - 533430N 0030825W - 533439N 0030647W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533408N 0030633W - 533358N 0030816W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U003E WOODVALE RWY 26 533526N 0025847W - 533454N 0025838W - 533446N 0030006W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533454N 0030327W to 533518N 0030010W - 533526N 0025847W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U004A BLACKPOOL A circle, 2.5 NM radius, centred at 534618N 0030143W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ and associated RPZs Active H24. UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). For additional contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U004B BLACKPOOL RWY 10 534617N 0030708W - 534649N 0030704W - 534646N 0030551W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534613N 0030556W - 534617N 0030708W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ and associated RPZs Active H24. UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). For additional contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U004C BLACKPOOL RWY 28 534618N 0025618W - 534546N 0025622W - 534549N 0025735W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534622N 0025730W - 534618N 0025618W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ and associated RPZs Active H24. UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). For additional contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U004D BLACKPOOL RWY 13 534750N 0030625W - 534816N 0030552W - 534752N 0030459W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534725N 0030529W - 534750N 0030625W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ and associated RPZs Active H24. UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). For additional contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U004E BLACKPOOL RWY 31 534444N 0025801W - 534418N 0025834W - 534427N 0025854W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534618N 0030143W to 534451N 0025817W - 534444N 0025801W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ and associated RPZs Active H24. UAS flight is not permitted unless permission has been granted by Blackpool ATC via Air Portal (https://app.airportal.aero). For additional contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U005A HAWARDEN A circle, 2.5 NM radius, centred at 531041N 0025840W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U005B HAWARDEN RWY 04 530811N 0030141W - 530832N 0030222W - 530859N 0030143W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531041N 0025840W to 530838N 0030102W - 530811N 0030141W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U005C HAWARDEN RWY 22 531311N 0025538W - 531250N 0025457W - 531223N 0025537W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 531041N 0025840W to 531244N 0025618W - 531311N 0025538W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U006A WARTON A circle, 2.5 NM radius, centred at 534442N 0025300W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U006B WARTON RWY 07 534322N 0025811W - 534353N 0025828W - 534409N 0025707W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534442N 0025300W to 534339N 0025649W - 534322N 0025811W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U006C WARTON RWY 25 534602N 0024750W - 534531N 0024732W - 534515N 0024854W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534442N 0025300W to 534545N 0024911W - 534602N 0024750W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U007A LIVERPOOL A circle, 2.5 NM radius, centred at 532001N 0025059W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U007B LIVERPOOL RWY 09 531930N 0025625W - 532002N 0025629W - 532006N 0025509W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532001N 0025059W to 531933N 0025505W - 531930N 0025625W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U007C LIVERPOOL RWY 27 532032N 0024530W - 532000N 0024526W - 531956N 0024649W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532001N 0025059W to 532029N 0024653W - 532032N 0024530W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U008A MANCHESTER A circle, 2.5 NM radius, centred at 532113N 0021630W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U008B MANCHESTER RWY 05L 531857N 0022029W - 531922N 0022103W - 531953N 0022000W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 531928N 0021926W - 531857N 0022029W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U008C MANCHESTER RWY 23R 532335N 0021220W - 532310N 0021146W - 532235N 0021259W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 532300N 0021333W - 532335N 0021220W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U008D MANCHESTER RWY 05R 531801N 0022151W - 531826N 0022225W - 531942N 0021948W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 531919N 0021910W - 531801N 0022151W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U009A MANCHESTER BARTON 532618N 0022327W thence clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532749N 0022008W - 532638N 0022258W - 532618N 0022327W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U009B MANCHESTER BARTON RWY 02 532531N 0022405W - 532540N 0022457W - 532626N 0022437W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532619N 0022344W - 532531N 0022405W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U009C MANCHESTER BARTON RWY 20 533107N 0022234W - 533059N 0022141W - 533008N 0022204W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 533016N 0022256W - 533107N 0022234W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U009D MANCHESTER BARTON RWY 08L 532741N 0022809W - 532813N 0022816W - 532820N 0022644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532748N 0022637W - 532741N 0022809W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U009E MANCHESTER BARTON RWY 26R 532856N 0021843W - 532824N 0021836W - 532817N 0022002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532850N 0022009W - 532856N 0021843W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U009F MANCHESTER BARTON RWY 08R 532740N 0022805W - 532812N 0022812W - 532819N 0022644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532747N 0022637W - 532740N 0022805W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U009G MANCHESTER BARTON RWY 26L 532855N 0021841W - 532823N 0021834W - 532816N 0022002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532848N 0022009W - 532855N 0021841W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U009H MANCHESTER BARTON RWY 13 533006N 0022654W - 533029N 0022616W - 532956N 0022518W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532934N 0022558W - 533006N 0022654W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U009J MANCHESTER BARTON RWY 31 532635N 0021932W - 532612N 0022010W - 532708N 0022146W - 532727N 0022101W - 532635N 0021932W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U010A LEEDS BRADFORD A circle, 2.5 NM radius, centred at 535158N 0013939W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U010B LEEDS BRADFORD RWY 14 535406N 0014333W - 535428N 0014253W - 535359N 0014208W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535158N 0013939W to 535337N 0014249W - 535406N 0014333W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U010C LEEDS BRADFORD RWY 32 534948N 0013543W - 534927N 0013624W - 534957N 0013710W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535158N 0013939W to 535018N 0013629W - 534948N 0013543W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U011A SHERBURN-IN-ELMET 534837N 0011510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U011B SHERBURN-IN-ELMET RWY 01 534422N 0011301W - 534426N 0011355W - 534506N 0011346W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534504N 0011251W - 534422N 0011301W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U011C SHERBURN-IN-ELMET RWY 19 535003N 0011234W - 534959N 0011140W - 534827N 0011202W - 534830N 0011257W - 535003N 0011234W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U011D SHERBURN-IN-ELMET RWY 06 534533N 0011659W - 534601N 0011727W - 534627N 0011616W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534558N 0011553W - 534533N 0011659W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U011E SHERBURN-IN-ELMET RWY 24 534901N 0010912W - 534834N 0010843W - 534803N 0011008W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534824N 0011054W - 534901N 0010912W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U011F SHERBURN-IN-ELMET RWY 10 534728N 0011758W - 534759N 0011745W - 534746N 0011612W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534715N 0011625W - 534728N 0011758W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U011G SHERBURN-IN-ELMET RWY 28 534640N 0010821W - 534609N 0010834W - 534620N 0010955W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534652N 0010942W - 534640N 0010821W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U011H SHERBURN-IN-ELMET RWY 10G 534730N 0011755W - 534801N 0011743W - 534748N 0011611W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534717N 0011625W - 534730N 0011755W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U011J SHERBURN-IN-ELMET RWY 28G 534643N 0010818W - 534611N 0010830W - 534623N 0010953W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534654N 0010942W - 534643N 0010818W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U012A NETHERTHORPE A circle, 2 NM radius, centred at 531901N 0011146W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U012B NETHERTHORPE RWY 06 531712N 0011522W - 531739N 0011552W - 531807N 0011445W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 531740N 0011414W - 531712N 0011522W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U012C NETHERTHORPE RWY 24 532049N 0010813W - 532022N 0010742W - 531955N 0010848W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 532022N 0010918W - 532049N 0010813W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U012D NETHERTHORPE RWY 18 532146N 0011236W - 532149N 0011142W - 532101N 0011135W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 532058N 0011229W - 532146N 0011236W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U012E NETHERTHORPE RWY 36 531617N 0011052W - 531614N 0011146W - 531701N 0011153W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 531705N 0011059W - 531617N 0011052W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U013A LEEDS EAST 534837N 0011510W thence clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 534749N 0010956W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U013B LEEDS EAST RWY 06 534803N 0011546W - 534829N 0011617W - 534851N 0011525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 534837N 0011510W - 534835N 0011429W - 534803N 0011546W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U013C LEEDS EAST RWY 24 535208N 0010735W - 535142N 0010703W - 535117N 0010802W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 535143N 0010834W - 535208N 0010735W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U015A RETFORD/GAMSTON A circle, 2 NM radius, centred at 531650N 0005705W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U015B RETFORD/GAMSTON RWY 03 531359N 0005848W - 531413N 0005937W - 531509N 0005853W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531650N 0005705W to 531456N 0005804W - 531359N 0005848W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U015C RETFORD/GAMSTON RWY 21 531941N 0005522W - 531928N 0005433W - 531831N 0005517W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531650N 0005705W to 531844N 0005606W - 531941N 0005522W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016A SYERSTON A circle, 2 NM radius, centred at 530124N 0005442W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016B SYERSTON RWY 02L 525833N 0005647W - 525847N 0005735W - 525949N 0005644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525933N 0005557W - 525833N 0005647W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016C SYERSTON RWY 20R 530411N 0005312W - 530356N 0005223W - 530308N 0005303W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530320N 0005353W - 530411N 0005312W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016D SYERSTON RWY 02R 525834N 0005641W - 525848N 0005729W - 525948N 0005640W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525932N 0005553W - 525834N 0005641W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016E SYERSTON RWY 20L 530411N 0005306W - 530357N 0005218W - 530307N 0005259W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530319N 0005348W - 530411N 0005306W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016F SYERSTON RWY 06 525941N 0005911W - 530010N 0005936W - 530043N 0005749W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530015N 0005724W - 525941N 0005911W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016G SYERSTON RWY 24 530305N 0005018W - 530236N 0004953W - 530204N 0005135W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530233N 0005200W - 530305N 0005018W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016H SYERSTON RWY 06L 525945N 0005907W - 530013N 0005931W - 530045N 0005750W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530016N 0005726W - 525945N 0005907W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016J SYERSTON RWY 06R 525942N 0005904W - 530010N 0005929W - 530042N 0005748W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530014N 0005723W - 525942N 0005904W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016K SYERSTON RWY 24L 530256N 0005042W - 530227N 0005017W - 530203N 0005134W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530232N 0005158W - 530256N 0005042W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U016L SYERSTON RWY 11 530158N 0005936W - 530229N 0005919W - 530210N 0005745W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530139N 0005759W - 530158N 0005936W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016M SYERSTON RWY 29 530042N 0005021W - 530011N 0005038W - 530025N 0005149W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530055N 0005129W - 530042N 0005021W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016N SYERSTON RWY 11L 530201N 0005937W - 530231N 0005921W - 530212N 0005744W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530141N 0005759W - 530201N 0005937W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016P SYERSTON RWY 11R 530157N 0005940W - 530228N 0005923W - 530209N 0005747W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530137N 0005800W - 530157N 0005940W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016Q SYERSTON RWY 29L 530034N 0004949W - 530003N 0005006W - 530024N 0005150W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530054N 0005130W - 530034N 0004949W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016R SYERSTON RWY 15 530357N 0005715W - 530413N 0005628W - 530319N 0005538W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530306N 0005627W - 530357N 0005715W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016S SYERSTON RWY 33 525859N 0005135W - 525843N 0005222W - 525937N 0005312W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525955N 0005228W - 525859N 0005135W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016T SYERSTON RWY 15L 530354N 0005709W - 530410N 0005622W - 530320N 0005534W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530307N 0005624W - 530354N 0005709W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016U SYERSTON RWY 33R 525857N 0005130W - 525841N 0005217W - 525938N 0005310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525957N 0005226W - 525857N 0005130W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016V SYERSTON RWY 15R 530355N 0005717W - 530411N 0005630W - 530318N 0005541W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530305N 0005630W - 530355N 0005717W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U016W SYERSTON RWY 33L 525901N 0005141W - 525845N 0005228W - 525936N 0005315W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525954N 0005231W - 525901N 0005141W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016X SYERSTON RWY 24R 530301N 0005038W - 530232N 0005013W - 530206N 0005136W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530235N 0005201W - 530301N 0005038W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U016Y SYERSTON RWY 29R 530038N 0004954W - 530008N 0005010W - 530027N 0005147W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530057N 0005128W - 530038N 0004954W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U019A WADDINGTON A circle, 2.5 NM radius, centred at 530958N 0003126W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U019B WADDINGTON RWY 02 530639N 0003308W - 530651N 0003358W - 530746N 0003322W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530958N 0003126W to 530734N 0003233W - 530639N 0003308W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U019C WADDINGTON RWY 20 531313N 0002946W - 531301N 0002856W - 531210N 0002929W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530958N 0003126W to 531222N 0003019W - 531313N 0002946W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U020A CRANWELL A circle, 2.5 NM radius, centred at 530147N 0002934W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U020B CRANWELL RWY 01 525833N 0002919W - 525838N 0003012W - 525918N 0003003W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 525918N 0002909W - 525833N 0002919W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U020C CRANWELL RWY 19 530445N 0002845W - 530440N 0002751W - 530406N 0002800W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530415N 0002852W - 530445N 0002845W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U020D CRANWELL RWY 08 530107N 0003443W - 530139N 0003450W - 530144N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530112N 0003335W - 530107N 0003443W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U020E CRANWELL RWY 26 530227N 0002421W - 530155N 0002414W - 530150N 0002526W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530222N 0002532W - 530227N 0002421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U020F CRANWELL RWY 08N 530107N 0003416W - 530139N 0003423W - 530142N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530110N 0003335W - 530107N 0003416W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U020G CRANWELL RWY 26N 530221N 0002450W - 530149N 0002443W - 530146N 0002525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530218N 0002531W - 530221N 0002450W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U020H CRANWELL RWY 06 530100N 0003352W - 530129N 0003415W - 530139N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530106N 0003333W - 530100N 0003352W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U020J CRANWELL RWY 24 530406N 0002513W - 530337N 0002450W - 530314N 0002611W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530339N 0002648W - 530406N 0002513W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U020K CRANWELL RWY 21 530519N 0002721W - 530503N 0002635W - 530359N 0002737W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530411N 0002828W - 530519N 0002721W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U021A HUMBERSIDE A circle, 2.5 NM radius, centred at 533424N 0002105W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U021B HUMBERSIDE RWY 02 533119N 0002244W - 533132N 0002334W - 533213N 0002305W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533201N 0002215W - 533119N 0002244W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U021C HUMBERSIDE RWY 20 533729N 0001927W - 533717N 0001836W - 533636N 0001905W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533648N 0001955W - 533729N 0001927W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U021D HUMBERSIDE RWY 08 533356N 0002538W - 533428N 0002545W - 533430N 0002517W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533358N 0002513W - 533356N 0002538W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U021E HUMBERSIDE RWY 26 533513N 0001609W - 533441N 0001602W - 533437N 0001655W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533509N 0001705W - 533513N 0001609W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U022A WICKENBY A circle, 2 NM radius, centred at 531901N 0002056W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U022B WICKENBY RWY 03 531620N 0002232W - 531634N 0002321W - 531720N 0002245W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 531707N 0002156W - 531620N 0002232W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U022C WICKENBY RWY 21 532142N 0001919W - 532128N 0001830W - 532041N 0001907W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 532055N 0001955W - 532142N 0001919W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U022D WICKENBY RWY 15 532121N 0002345W - 532137N 0002258W - 532051N 0002214W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 532035N 0002300W - 532121N 0002345W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U022E WICKENBY RWY 33 531643N 0001817W - 531627N 0001904W - 531709N 0001944W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 531725N 0001857W - 531643N 0001817W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U023A CONINGSBY A circle, 2.5 NM radius, centred at 530535N 0000958W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U023B CONINGSBY RWY 07 530416N 0001515W - 530447N 0001532W - 530505N 0001402W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530535N 0000958W to 530434N 0001345W - 530416N 0001515W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U023C CONINGSBY RWY 25 530655N 0000441W - 530624N 0000424W - 530606N 0000555W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530535N 0000958W to 530637N 0000611W - 530655N 0000441W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U024A MONA A circle, 2 NM radius, centred at 531533N 0042226W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U024B MONA RWY 04 531255N 0042513W - 531315N 0042556W - 531409N 0042448W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531533N 0042226W to 531349N 0042405W - 531255N 0042513W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U024C MONA RWY 22 531813N 0041938W - 531753N 0041855W - 531658N 0042005W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531533N 0042226W to 531718N 0042048W - 531813N 0041938W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR3U025 HMP 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U026 HMP ASKHAM GRANGE 535551N 0011124W - 535552N 0011041W - 535537N 0011031W - 535520N 0011046W - 535516N 0011105W - 535520N 0011123W - 535539N 0011137W - 535551N 0011124W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 104 FT AMSL
EGR3U027 HMP BERWYN 530233N 0025539W - 530210N 0025453W - 530137N 0025537W - 530159N 0025625W - 530233N 0025539W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 118 FT AMSL
EGR3U028 HMP BUCKLEY HALL 533825N 0020916W - 533826N 0020823W - 533805N 0020814W - 533754N 0020816W - 533744N 0020841W - 533758N 0020909W - 533825N 0020916W	Upper limit: 1000 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 585 FT AMSL
EGR3U029 HMP DONCASTER 533154N 0010840W - 533130N 0010807W - 533104N 0010843W - 533126N 0010928W - 533154N 0010840W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 55 FT AMSL
EGR3U030 HMP FOREST BANK 533113N 0021811W - 533102N 0021732W - 533047N 0021730W - 533029N 0021808W - 533056N 0021847W - 533113N 0021811W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 128 FT AMSL
EGR3U031 HMP FULL SUTTON 535923N 0005234W - 535920N 0005134W - 535842N 0005138W - 535845N 0005239W - 535923N 0005234W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 57 FT AMSL
EGR3U032 HMP GARTH/WYMOTT 534108N 0024604W - 534108N 0024455W - 534103N 0024428W - 534023N 0024424W - 534022N 0024529W - 534033N 0024603W - 534108N 0024604W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 50 FT AMSL
EGR3U033 HMP HINDLEY 533127N 0023410W - 533057N 0023356W - 533048N 0023459W - 533119N 0023510W - 533127N 0023410W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 127 FT AMSL
EGR3U034 HMP HULL 534518N 0001815W - 534518N 0001708W - 534458N 0001709W - 534439N 0001732W - 534439N 0001817W - 534518N 0001815W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 17 FT AMSL
EGR3U035 HMP HUMBER 534633N 0003818W - 534627N 0003753W - 534605N 0003727W - 534549N 0003759W - 534550N 0003846W - 534617N 0003904W - 534633N 0003818W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 71 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U036 HMP LEEDS 534805N 0013438W - 534758N 0013410W - 534733N 0013407W - 534727N 0013438W - 534739N 0013509W - 534801N 0013501W - 534805N 0013438W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 245 FT AMSL
EGR3U037 HMP LINCOLN 531426N 0003115W - 531422N 0003038W - 531400N 0003032W - 531350N 0003046W - 531353N 0003122W - 531401N 0003132W - 531415N 0003132W - 531426N 0003115W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk EGR3U037 is contained within EGD324A (activated by NOTAM) SI 2023/1101 Site elevation: 163 FT AMSL
EGR3U038 HMP LINDHOLME/MOORLAND 533313N 0005850W - 533311N 0005732W - 533254N 0005713W - 533214N 0005733W - 533219N 0005853W - 533313N 0005850W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 29 FT AMSL
EGR3U039 HMP LIVERPOOL 532740N 0025848W - 532750N 0025753W - 532742N 0025741W - 532719N 0025731W - 532706N 0025834W - 532740N 0025848W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 117 FT AMSL
EGR3U040 HMP LOWDHAM GRANGE 530115N 0010219W - 530110N 0010156W - 530055N 0010149W - 530039N 0010203W - 530035N 0010234W - 530052N 0010258W - 530108N 0010247W - 530115N 0010219W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 281 FT AMSL
EGR3U041 HMP MANCHESTER 533000N 0021509W - 532957N 0021446W - 532943N 0021414W - 532929N 0021413W - 532919N 0021435W - 532916N 0021448W - 532920N 0021507W - 532937N 0021520W - 533000N 0021509W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 153 FT AMSL
EGR3U042 HMP MORTON HALL 531026N 0004128W - 531021N 0004043W - 530946N 0004034W - 530938N 0004054W - 530942N 0004135W - 531008N 0004144W - 531026N 0004128W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 79 FT AMSL
EGR3U043 HMP NEW HALL 533826N 0013700W - 533826N 0013620W - 533811N 0013613W - 533753N 0013618W - 533752N 0013640W - 533800N 0013716W - 533818N 0013719W - 533826N 0013700W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 458 FT AMSL
EGR3U044 HMP PRESTON 534606N 0024105W - 534537N 0024043W - 534525N 0024124W - 534538N 0024149W - 534555N 0024139W - 534606N 0024105W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 147 FT AMSL
EGR3U045 HMP RANBY 531943N 0005946W - 531922N 0005920W - 531858N 0005925W - 531903N 0010035W - 531926N 0010034W - 531943N 0005946W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 153 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U046 HMP RISLEY 532638N 0023135W - 532635N 0023109W - 532624N 0023059W - 532602N 0023050W - 532558N 0023204W - 532625N 0023154W - 532638N 0023135W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 126 FT AMSL
EGR3U047 HMP STYAL 532043N 0021412W - 532031N 0021342W - 532010N 0021357W - 532005N 0021442W - 532019N 0021500W - 532038N 0021441W - 532043N 0021412W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS. NSF: Online Application: https://nsf.nats.aero/drones-and-model-aircraft/ HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 271 FT AMSL
EGR3U048 HMP WAKEFIELD 534112N 0013105W - 534118N 0013027W - 534051N 0012947W - 534035N 0013042W - 534054N 0013104W - 534112N 0013105W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 117 FT AMSL
EGR3U049 HMP WEALSTUN 535520N 0011957W - 535515N 0011917W - 535456N 0011909W - 535432N 0011932W - 535432N 0011955W - 535443N 0012021W - 535454N 0012018W - 535506N 0012011W - 535520N 0011957W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 104 FT AMSL
EGR3U050 HMP WERRINGTON 530135N 0020538W - 530140N 0020507W - 530131N 0020450W - 530108N 0020437W - 530100N 0020530W - 530118N 0020540W - 530135N 0020538W	Upper limit: 1300 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 834 FT AMSL
EGR3U051 HMP WETHERBY 535628N 0012218W - 535633N 0012138W - 535557N 0012124W - 535551N 0012229W - 535616N 0012241W - 535623N 0012221W - 535628N 0012218W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 89 FT AMSL
EGR3U053 CARR GATE A circle, 0.5 NM radius, centred at 534238N 0013222W	Upper limit: 1400 FT ALT Lower limit: SFC	Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: ops.centre@npas.police.uk or telephone: 01924-962814. Site elevation: 403 FT AMSL
EGR3U055 NSA RAF DIGBY 530624N 0002714W - 530619N 0002614W - 530614N 0002555W - 530552N 0002546W - 530538N 0002557W - 530542N 0002722W - 530602N 0002721W - 530624N 0002714W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA RAF DIGBY. NSA RAF DIGBY email: STRATCOM-RAR-site30@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 138 FT AMSL
EGR3U057 NSA ARMY FOUNDATION COLLEGE - HARROGATE 535946N 0013614W - 535943N 0013530W - 535927N 0013531W - 535925N 0013559W - 535936N 0013617W - 535946N 0013614W	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 Army Foundation College - Harrogate. NSA Army Foundation College - Harrogate email: ARMY-RAR-site23@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 565 FT AMSL
EGR3U058 NSA HMS EAGLET 532317N 0025855W - 532317N 0025850W - 532313N 0025848W - 532312N 0025853W - 532317N 0025855W	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 Eaglet. NSA HMS Eaglet email: navymr-eagletmailbox@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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR3U059 NSA IMPHAL BARRACKS 535645N 0010425W - 535647N 0010352W - 535626N 0010341W - 535626N 0010353W - 535632N 0010427W - 535645N 0010425W	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 Imphal Barracks. NSA Imphal Barracks email: ARMY-RAR-site27@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 58 FT AMSL
EGR3U060 NSA MOD INSKIP 534949N 0025055W - 534958N 0025022W - 534958N 0024925W - 534942N 0024859W - 534901N 0024957W - 534859N 0025015W - 534906N 0025047W - 534949N 0025055W	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 MOD Inskip. NSA MOD Inskip email: MSHQ-CAA-SCC-Permissions-Group@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 95 FT AMSL
EGR3U061 NSA RAF CONINGSBY 530539N 0001104W - 530604N 0001032W - 530606N 0001009W - 530556N 0000836W - 530544N 0000836W - 530501N 0000946W - 530456N 0001038W - 530509N 0001127W - 530539N 0001104W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA RAF Coningsby . NSA RAF Coningsby email: con-gmbairops@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 31 FT AMSL
EGR3U062 NSA RAF CRANWELL 530241N 0003106W - 530257N 0002926W - 530255N 0002845W - 530209N 0002824W - 530104N 0002838W - 530113N 0002950W - 530147N 0003115W - 530241N 0003106W	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 Cranwell. NSA RAF Cranwell email: CRN-Ops-Ops@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 292 FT AMSL
EGR3U063 NSA RAF MONA 531515N 0042323W - 531559N 0042205W - 531554N 0042151W - 531532N 0042214W - 531506N 0042251W - 531515N 0042323W	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 Mona. NSA RAF Mona email: VAL-OpsWgDutyOpsController@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 225 FT AMSL
EGR3U064 NSA RAF SYERSTON 530148N 0005458W - 530202N 0005414W - 530143N 0005355W - 530110N 0005357W - 530057N 0005415W - 530046N 0005450W - 530057N 0005524W - 530107N 0005537W - 530130N 0005522W - 530148N 0005458W	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 Syerston. NSA RAF Syerston email: 2FTS-DroneFRZ@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 261 FT AMSL
EGR3U065 NSA RAF VALLEY 531534N 0043244W - 531534N 0043214W - 531450N 0043117W - 531429N 0043059W - 531414N 0043101W - 531413N 0043210W - 531450N 0043309W - 531534N 0043244W	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 Valley. NSA RAF Valley email: VAL-OpsWgDutyOpsController@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 66 FT AMSL
EGR3U066 NSA RAF WADDINGTON 531039N 0003217W - 531051N 0003102W - 531001N 0003021W - 530905N 0003135W - 530908N 0003203W - 531039N 0003217W	Upper limit: 700 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA RAF Waddington. NSA RAF Waddington email: WAD-StationOps@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 255 FT AMSL
EGR3U067 NSA RAF WOODVALE 533516N 0030327W - 533522N 0030310W - 533521N 0030252W - 533512N 0030253W - 533510N 0030235W - 533440N 0030304W - 533425N 0030350W - 533436N 0030409W - 533516N 0030327W	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 Woodvale. NSA RAF Woodvale email: WDV-Aerodrome Operations (MULTIUSER); wdv-aerodromeoperations@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 56 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
EGR3U068 NSA SEALAND 531337N 0025944W - 531342N 0025933W - 531328N 0025917W - 531320N 0025924W - 531316N 0025937W - 531320N 0025955W - 531337N 0025944W	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 Sealand. NSA Sealand email: des-deca-information@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 31 FT AMSL
EGR3U069 NSA SHEFFIELD FORGEMASTERS 532434N 0012530W - 532440N 0012507W - 532439N 0012456W - 532422N 0012506W - 532414N 0012507W - 532411N 0012511W - 532418N 0012526W - 532406N 0012537W - 532409N 0012545W - 532417N 0012536W - 532421N 0012548W - 532434N 0012530W	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 Sheffield Forgemasters. NSA Sheffield Forgemasters email: Forgemasters-RAR@sfel.com Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 140 FT AMSL
EGR4U001A ENNISKILLEN/ST ANGELO A circle, 2 NM radius, centred at 542355N 0073907W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR4U001B ENNISKILLEN/ST ANGELO RWY 14 542602N 0074247W - 542623N 0074205W - 542536N 0074057W thence anti-clockwise by the arc of a circle radius 2 NM centred on 542355N 0073907W to 542515N 0074139W - 542602N 0074247W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR4U001C ENNISKILLEN/ST ANGELO RWY 32 542152N 0073531W - 542131N 0073613W - 542214N 0073716W thence anti-clockwise by the arc of a circle radius 2 NM centred on 542355N 0073907W to 542235N 0073634W - 542152N 0073531W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR4U002A BELFAST ALDERGROVE A circle, 2.5 NM radius, centred at 543927N 0061257W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR4U002B BELFAST ALDERGROVE RWY 07 543745N 0061808W - 543815N 0061831W - 543839N 0061702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 543810N 0061638W - 543745N 0061808W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR4U002C BELFAST ALDERGROVE RWY 25 544109N 0060745W - 544039N 0060721W - 544015N 0060852W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 544044N 0060916W - 544109N 0060745W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR4U002D BELFAST ALDERGROVE RWY 17 544157N 0061536W - 544207N 0061443W - 544146N 0061431W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 544131N 0061521W - 544157N 0061536W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR4U002E BELFAST ALDERGROVE RWY 35 543604N 0061119W - 543554N 0061212W - 543657N 0061247W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 543702N 0061152W - 543604N 0061119W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
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
EGR4U024 NSA ALANBROOKE BARRACKS 541230N 0012356W - 541248N 0012318W - 541254N 0012247W - 541249N 0012220W - 541215N 0012207W - 541151N 0012236W - 541147N 0012315W - 541200N 0012422W - 541205N 0012428W - 541230N 0012356W	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 Alanbrooke Barracks. NSA Alanbrooke Barracks email: ARMY-RAR-site12@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 132 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
EGR4U025 NSA ALDERGROVE FLYING STATION 543926N 0061242W - 543920N 0061202W - 543849N 0061208W - 543836N 0061252W - 543835N 0061345W - 543845N 0061414W - 543901N 0061421W - 543926N 0061242W	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 Aldergrove Flying Station. NSA Aldergrove Flying Station email: ARMY-RAR-site50@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 316 FT AMSL
EGR4U026 NSA ANTHORN 545457N 0031738W - 545516N 0031614W - 545453N 0031600W - 545439N 0031610W - 545429N 0031546W - 545414N 0031615W - 545416N 0031650W - 545430N 0031738W - 545457N 0031738W	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 Anthorn. NSA Anthorn email: MSHQ-CAA-SCC-Permissions-Group@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 65 FT AMSL
EGR4U027 NSA ESKMEALS 542107N 0032434W - 541909N 0032403W - 541813N 0032456W - 541813N 0032529W - 541954N 0032629W - 542107N 0032434W	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 Eskmeals. NSA Eskmeals email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 84 FT AMSL
EGR4U028 NSA HEADQUARTERS CATTERICK GARRISON 542359N 0014929W - 542414N 0014733W - 542323N 0014211W - 542149N 0014140W - 542046N 0014259W - 541910N 0015107W - 541927N 0015250W - 542129N 0015412W - 542359N 0014929W	Upper limit: 1800 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 Headquarters Catterick Garrison. NSA Headquarters Catterick Garrison email: ARMY-RAR-site19@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 1400 FT AMSL
EGR4U029 NSA HMS CALLIOPE 545805N 0013616W - 545809N 0013600W - 545807N 0013559W - 545804N 0013615W - 545805N 0013616W	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 Calliope. NSA HMS Calliope email: NAVYMR-CALLIOPEMAILBOX@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 29 FT AMSL
EGR4U030 NSA MOD FOREST MANOR 540044N 0014346W - 540039N 0014325W - 540041N 0014306W - 540022N 0014300W - 540022N 0014243W - 540008N 0014259W - 540009N 0014332W - 540014N 0014353W - 540044N 0014346W	Upper limit: 1300 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 Forest Manor. NSA MOD Forest Manor email: MSHQ-CAA-SCC-Permissions-Group@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 846 FT AMSL
EGR4U031 NSA RAF LEEMING 541810N 0013254W - 541830N 0013213W - 541822N 0013029W - 541658N 0013025W - 541637N 0013051W - 541648N 0013144W - 541727N 0013242W - 541810N 0013254W	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 Leeming. NSA RAF Leeming email: LEE-StnOpsDOC@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
EGR4U032 NSA SCARBOROUGH 541609N 0002715W - 541608N 0002630W - 541555N 0002621W - 541554N 0002715W - 541609N 0002715W	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 Scarborough. NSA Scarborough email: ProtectiveSecurity@GCHQ.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 526 FT AMSL
EGR4U033 NSA SKELTON 544421N 0025409W - 544429N 0025313W - 544420N 0025241W - 544342N 0025204W - 544324N 0025258W - 544328N 0025316W - 544421N 0025409W	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 Skelton. NSA Skelton email: MSHQ-CAA-SCC-Permissions-Group@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 692 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
EGR4U034 NSA STAXTON WOLD - SITE 1 541118N 0002616W - 541121N 0002558W - 541113N 0002552W - 541103N 0002559W - 541102N 0002605W - 541118N 0002616W	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 Staxton Wold - Site 1. NSA Staxton Wold - Site 1 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 583 FT AMSL
EGR4U035 NSA STAXTON WOLD - SITE 2 540928N 0001525W following the line of latitude to - 540928N 0001520W - 540925N 0001520W following the line of latitude to - 540925N 0001526W - 540928N 0001525W	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 Staxton Wold - Site 2. NSA Staxton Wold - Site 2 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 430 FT AMSL
EGR4U036 NSA STAXTON WOLD - SITE 3 541119N 0002532W - 541120N 0002527W - 541117N 0002526W - 541116N 0002531W - 541119N 0002532W	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 Staxton Wold - Site 3. NSA Staxton Wold - Site 3 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 549 FT AMSL
EGR4U037 NSA WEST FREUGH 545142N 0045646W - 545147N 0045059W - 545129N 0045103W - 544943N 0045622W - 545101N 0045738W - 545142N 0045646W	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 West Freugh. NSA West Freugh email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 107 FT AMSL
EGR5U001A LONDONDERRY/EGLINTON A circle, 2.5 NM radius, centred at 550234N 0070943W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U001B LONDONDERRY/EGLINTON RWY 08 550123N 0071453W - 550154N 0071509W - 550206N 0071359W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550234N 0070943W to 550135N 0071343W - 550123N 0071453W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U001C LONDONDERRY/EGLINTON RWY 26 550345N 0070429W - 550314N 0070412W - 550301N 0070527W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550234N 0070943W to 550332N 0070543W - 550345N 0070429W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U002A ISLAY A circle, 2 NM radius, centred at 554100N 0061535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U002B ISLAY RWY 07 553948N 0061952W - 554018N 0062011W - 554032N 0061901W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554002N 0061840W - 553948N 0061952W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U002C ISLAY RWY 25 554212N 0061040W - 554142N 0061021W - 554121N 0061206W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554152N 0061224W - 554212N 0061040W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR5U002D ISLAY RWY 12 554220N 0062026W - 554248N 0061957W - 554215N 0061820W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554147N 0061850W - 554220N 0062026W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U002E ISLAY RWY 30 553941N 0061044W - 553913N 0061113W - 553945N 0061249W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554013N 0061220W - 553941N 0061044W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U003A CAMPBELTOWN A circle, 2 NM radius, centred at 552615N 0054117W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U003B CAMPBELTOWN RWY 11 552646N 0054608W - 552717N 0054552W - 552704N 0054430W thence anti-clockwise by the arc of a circle radius 2 NM centred on 552615N 0054117W to 552633N 0054446W - 552646N 0054608W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U003C CAMPBELTOWN RWY 29 552535N 0053529W - 552504N 0053544W - 552527N 0053804W thence anti-clockwise by the arc of a circle radius 2 NM centred on 552615N 0054117W to 552558N 0053749W - 552535N 0053529W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U004A PRESTWICK A circle, 2.5 NM radius, centred at 553034N 0043540W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U004B PRESTWICK RWY 02 552644N 0043643W - 552657N 0043735W - 552808N 0043640W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 552804N 0043541W - 552644N 0043643W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U004C PRESTWICK RWY 20 553247N 0043304W - 553234N 0043212W - 553215N 0043226W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 553237N 0043311W - 553247N 0043304W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U004D PRESTWICK RWY 12 553205N 0044100W - 553233N 0044030W - 553205N 0043910W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 553137N 0043939W - 553205N 0044100W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U004E PRESTWICK RWY 30 552858N 0043010W - 552831N 0043040W - 552903N 0043211W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 552930N 0043142W - 552858N 0043010W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U005A GLASGOW A circle, 2.5 NM radius, centred at 555218N 0042601W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR5U005B GLASGOW RWY 05 554945N 0043005W - 555009N 0043044W - 555047N 0042933W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555218N 0042601W to 555024N 0042853W - 554945N 0043005W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U005C GLASGOW RWY 23 555444N 0042210W - 555421N 0042130W - 555349N 0042229W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555218N 0042601W to 555412N 0042309W - 555444N 0042210W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U006A CUMBERNAULD A circle, 2 NM radius, centred at 555829N 0035832W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U006B CUMBERNAULD RWY 07 555721N 0040320W - 555752N 0040338W - 555809N 0040202W thence anti-clockwise by the arc of a circle radius 2 NM centred on 555829N 0035832W to 555738N 0040145W - 555721N 0040320W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U006C CUMBERNAULD RWY 25 555937N 0035343W - 555906N 0035325W - 555849N 0035501W thence anti-clockwise by the arc of a circle radius 2 NM centred on 555829N 0035832W to 555920N 0035518W - 555937N 0035343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U007A EDINBURGH A circle, 2.5 NM radius, centred at 555700N 0032221W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U007B EDINBURGH RWY 06 555504N 0032705W - 555532N 0032735W - 555557N 0032623W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555700N 0032221W to 555529N 0032553W - 555504N 0032705W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U007C EDINBURGH RWY 24 555855N 0031737W - 555827N 0031707W - 555803N 0031819W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555700N 0032221W to 555831N 0031849W - 555855N 0031737W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U008A NEWCASTLE A circle, 2.5 NM radius, centred at 550217N 0014123W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U008B NEWCASTLE RWY 07 550040N 0014620W - 550109N 0014644W - 550129N 0014530W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550217N 0014123W to 550059N 0014507W - 550040N 0014620W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U008C NEWCASTLE RWY 25 550353N 0013627W - 550324N 0013603W - 550304N 0013716W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550217N 0014123W to 550334N 0013740W - 550353N 0013627W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR5U009A KIRKNEWTON A circle, 2 NM radius, centred at 555224N 0032355W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR5U010 HMP NORTHUMBERLAND 551818N 0013757W - 551756N 0013719W - 551743N 0013716W - 551716N 0013805W - 551720N 0013839W - 551737N 0013910W - 551818N 0013757W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 118 FT AMSL
EGR5U011 NSA BEITH 554418N 0043803W - 554421N 0043738W - 554347N 0043620W - 554324N 0043633W - 554229N 0043806W - 554325N 0043859W - 554418N 0043803W	Upper limit: 900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA BEITH. NSA BEITH email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 413 FT AMSL
EGR5U012 NSA BRIZLEE WOOD RADAR SITE 552506N 0014614W - 552508N 0014601W - 552503N 0014600W - 552503N 0014606W - 552506N 0014614W	Upper limit: 1300 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 Brizlee Wood Radar site. NSA Brizlee Wood Radar site email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 810 FT AMSL
EGR5U013 NSA CAMPBELTOWN OFD 552500N 0053427W - 552504N 0053408W - 552457N 0053340W - 552448N 0053331W - 552435N 0053357W - 552437N 0053408W - 552447N 0053420W - 552500N 0053427W	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 Campbeltown OFD. NSA Campbeltown OFD email: Info@OPA.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 379 FT AMSL
EGR5U014 NSA HMS GANNET 553056N 0043515W - 553055N 0043455W - 553049N 0043457W - 553050N 0043500W - 553046N 0043505W - 553052N 0043519W - 553056N 0043515W	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 Gannet. NSA HMS Gannet email: See Prestwick? Or NAVY-RAR-site611@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 99 FT AMSL
EGR5U015 NSA LOCH STRIVEN OFD 555404N 0050254W - 555408N 0050240W - 555407N 0050233W - 555350N 0050228W - 555333N 0050237W - 555333N 0050252W - 555344N 0050259W - 555404N 0050254W	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 Loch Striven OFD. NSA Loch Striven OFD email: Info@OPA.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 377 FT AMSL
EGR5U016 NSA PRESTWICK 553000N 0043519W - 552952N 0043529W - 552955N 0043534W - 552953N 0043537W - 552955N 0043541W - 552950N 0043546W - 552941N 0043530W - 552958N 0043514W - 553000N 0043519W	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 Prestwick. NSA Prestwick email: corsec@nats.co.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 62 FT AMSL
EGR5U017 NSA RAF BOULMER - SITE 1 552537N 0013559W - 552524N 0013545W - 552515N 0013550W - 552507N 0013557W - 552509N 0013615W - 552515N 0013621W - 552527N 0013615W - 552537N 0013559W	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 Boulmer - Site 1. NSA RAF Boulmer - Site 1 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 92 FT AMSL
EGR5U018 NSA RAF BOULMER - SITE 2 552434N 0013731W - 552431N 0013708W - 552417N 0013711W - 552418N 0013730W - 552415N 0013732W - 552414N 0013742W - 552434N 0013731W	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 Boulmer - Site 2. NSA RAF Boulmer - Site 2 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 166 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
EGR5U019 NSA RAF BOULMER - SITE 3 552241N 0013907W following the line of latitude to - 552241N 0013904W - 552239N 0013904W following the line of latitude to - 552239N 0013906W - 552241N 0013907W	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 Boulmer - Site 3. NSA RAF Boulmer - Site 3 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 314 FT AMSL
EGR5U020 NSA RAF BOULMER - SITE 4 552252N 0013941W - 552254N 0013937W - 552251N 0013934W - 552250N 0013938W - 552252N 0013941W	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 Boulmer - Site 4. NSA RAF Boulmer - Site 4 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 360 FT AMSL
EGR5U021 NSA RAF KIRKNEWTON 555241N 0032448W - 555248N 0032403W - 555248N 0032343W - 555243N 0032331W - 555231N 0032325W - 555209N 0032415W - 555241N 0032448W	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 Kirknewton. NSA RAF Kirknewton email: 2FTS-DroneFRZ@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 707 FT AMSL
EGR5U022 NSA RAF SPADEADAM 550415N 0023756W - 550417N 0023518W - 550405N 0023227W - 550315N 0023146W - 550143N 0023135W - 550055N 0023414W - 550106N 0023935W - 550146N 0023953W - 550415N 0023756W	Upper limit: 1700 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 Spadeadam. NSA RAF Spadeadam email: SPD-OpsATCGroup@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 1208 FT AMSL
EGR5U023 NSA REDFORD CAVALRY BARRACKS 555455N 0031425W - 555443N 0031417W - 555431N 0031416W - 555421N 0031439W - 555429N 0031456W - 555435N 0031504W - 555455N 0031425W	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 Redford Cavalry Barracks. NSA Redford Cavalry Barracks email: ARMY-RAR-site39@MOD.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 418 FT AMSL
EGR6U001A TIREE A circle, 2 NM radius, centred at 562957N 0065209W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U001B TIREE RWY 05 562739N 0065554W - 562803N 0065634W - 562848N 0065506W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 562824N 0065426W - 562739N 0065554W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U001C TIREE RWY 23 563213N 0064828W - 563149N 0064748W - 563106N 0064912W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563130N 0064952W - 563213N 0064828W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U001D TIREE RWY 11 563040N 0065734W - 563111N 0065716W - 563051N 0065522W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563021N 0065541W - 563040N 0065734W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U001E TIREE RWY 29 562928N 0064712W - 562857N 0064730W - 562911N 0064849W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 562942N 0064834W - 562928N 0064712W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGR6U002A COLL A circle, 2 NM radius, centred at 563607N 0063704W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U003A COLONSAY A circle, 2 NM radius, centred at 560327N 0061435W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U004A OBAN A circle, 2 NM radius, centred at 562749N 0052400W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U004B OBAN RWY 01 562451N 0052402W - 562454N 0052500W - 562553N 0052449W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562749N 0052400W to 562550N 0052351W - 562451N 0052402W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U004C OBAN RWY 19 563046N 0052358W - 563043N 0052300W - 562946N 0052310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562749N 0052400W to 562949N 0052408W - 563046N 0052358W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U005A PERTH/SCONE A circle, 2 NM radius, centred at 562628N 0032226W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U005B PERTH/SCONE RWY 03 562346N 0032431W - 562401N 0032522W - 562451N 0032433W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562436N 0032342W - 562346N 0032431W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U005C PERTH/SCONE RWY 21 562910N 0032021W - 562855N 0031930W - 562805N 0032019W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562820N 0032110W - 562910N 0032021W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U005D PERTH/SCONE RWY 09 562554N 0032720W - 562627N 0032721W - 562628N 0032602W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562556N 0032554W - 562554N 0032720W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U005E PERTH/SCONE RWY 27 562637N 0031711W - 562604N 0031709W - 562603N 0031855W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562635N 0031850W - 562637N 0031711W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U005F PERTH/SCONE RWY 15 562844N 0032509W - 562900N 0032418W - 562821N 0032337W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562806N 0032429W - 562844N 0032509W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR6U006A DUNDEE A circle, 2 NM radius, centred at 562709N 0030133W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U006B DUNDEE RWY 09 562654N 0030706W - 562726N 0030705W - 562726N 0030507W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562709N 0030133W to 562654N 0030507W - 562654N 0030706W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U006C DUNDEE RWY 27 562723N 0025600W - 562651N 0025600W - 562651N 0025759W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562709N 0030133W to 562724N 0025758W - 562723N 0025600W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U007A LEUCHARS A circle, 2.5 NM radius, centred at 562230N 0025132W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U007B LEUCHARS RWY 04 561957N 0025452W - 562017N 0025539W - 562050N 0025453W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562028N 0025410W - 561957N 0025452W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U007C LEUCHARS RWY 22 562509N 0024905W - 562449N 0024819W - 562428N 0024847W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562445N 0024937W - 562509N 0024905W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U007D LEUCHARS RWY 08 562145N 0025723W - 562217N 0025731W - 562224N 0025601W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562152N 0025553W - 562145N 0025723W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U007E LEUCHARS RWY 26 562314N 0024541W - 562242N 0024532W - 562235N 0024702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562307N 0024710W - 562314N 0024541W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR6U008 NSA HMNB CLYDE 560956N 0044716W - 560910N 0044423W - 560257N 0044637W - 560211N 0044745W - 560213N 0045132W - 560309N 0045254W - 560402N 0045230W - 560956N 0044716W	Upper limit: 2900 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA HMNB CLYDE. NSA HMNB CLYDE email: NAVYNBCC-NEPTUNEDNBO@mod.gov.uk; DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 2402 FT AMSL
EGR6U009 NSA CROMBIE 560304N 0033225W - 560302N 0033156W - 560227N 0033039W - 560205N 0033052W - 560150N 0033146W - 560225N 0033339W - 560304N 0033225W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA CROMBIE. NSA CROMBIE email: DESPSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 192 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR6U010 NSA HMS CALEDONIA 560205N 0032729W - 560201N 0032646W - 560203N 0032628W - 560149N 0032629W - 560137N 0032544W - 560110N 0032534W - 560102N 0032634W - 560117N 0032750W - 560205N 0032729W	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 HMS Caledonia. NSA HMS Caledonia email: NAVY-RAR-site603@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 154 FT AMSL
EGR6U011 NSA LEUCHARS STATION 562250N 0025324W - 562300N 0025140W - 562249N 0024926W - 562231N 0024945W - 562155N 0025203W - 562213N 0025321W - 562250N 0025324W	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 Leuchars Station. NSA Leuchars Station email: leu-atcopsgm@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 96 FT AMSL
EGR6U012 NSA LOCH FYNE 561150N 0050415W following the line of latitude to - 561150N 0050412W - 561149N 0050408W - 561147N 0050410W - 561148N 0050413W - 561150N 0050415W	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 Loch Fyne. NSA Loch Fyne email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 83 FT AMSL
EGR6U013 NSA LOCH GOIL 560922N 0045437W following the line of latitude to - 560922N 0045433W - 560916N 0045425W - 560914N 0045425W - 560912N 0045428W - 560919N 0045440W - 560922N 0045437W	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 Loch Goil. NSA Loch Goil email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 66 FT AMSL
EGR6U014 NSA RM CONDOR 563508N 0023807W - 563518N 0023706W - 563501N 0023619W - 563436N 0023558W - 563420N 0023658W - 563438N 0023734W - 563508N 0023807W	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 RM Condor. NSA RM Condor email: 3CDOX-45CDO AIRSPACE REQ or NAVY-RAR-site645@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 272 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 10 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 28 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR7U001F BARRA RWY 14 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 32 565921N 0072247W - 565900N 0072332W - 565941N 0072436W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570002N 0072351W - 565921N 0072247W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U002A BENBECULA A circle, 2 NM radius, centred at 572850N 0072150W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U002B BENBECULA RWY 06 572652N 0072615W - 572719N 0072649W - 572756N 0072509W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 572730N 0072435W - 572652N 0072615W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U002C BENBECULA RWY 24 573054N 0071710W - 573027N 0071636W - 572944N 0071832W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 573011N 0071906W - 573054N 0071710W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U003A INVERNESS A circle, 2.5 NM radius, centred at 573233N 0040251W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U003B INVERNESS RWY 05 573017N 0040700W - 573042N 0040739W - 573108N 0040641W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573044N 0040602W - 573017N 0040700W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U003C INVERNESS RWY 23 573450N 0035839W - 573426N 0035800W - 573357N 0035901W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573422N 0035940W - 573450N 0035839W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U003D INVERNESS RWY 11 573320N 0040829W - 573350N 0040809W - 573337N 0040702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573307N 0040722W - 573320N 0040829W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U003E INVERNESS RWY 29 573154N 0035803W - 573124N 0035823W - 573127N 0035841W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573158N 0035821W - 573154N 0035803W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR7U005B LOSSIEMOUTH RWY 05 573945N 0032419W - 574007N 0032502W - 574048N 0032350W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574025N 0032307W - 573945N 0032419W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U005C LOSSIEMOUTH RWY 23 574503N 0031614W - 574441N 0031530W - 574400N 0031642W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574423N 0031726W - 574503N 0031614W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U005D LOSSIEMOUTH RWY 10 574228N 0032535W - 574300N 0032529W - 574258N 0032449W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574225N 0032456W - 574228N 0032535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U005E LOSSIEMOUTH RWY 28 574217N 0031343W - 574145N 0031350W - 574152N 0031543W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574224N 0031537W - 574217N 0031343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U006A ABERDEEN/DYCE A circle, 2.5 NM radius, centred at 571209N 0021153W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U006B ABERDEEN/DYCE RWY 05 571012N 0021521W - 571035N 0021602W - 571046N 0021542W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571021N 0021503W - 571012N 0021521W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U006C ABERDEEN/DYCE RWY 23 571428N 0020830W - 571405N 0020749W - 571347N 0020824W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571409N 0020908W - 571428N 0020830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U006D ABERDEEN/DYCE RWY 14 571403N 0021541W - 571424N 0021456W - 571410N 0021434W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571349N 0021518W - 571403N 0021541W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U006E ABERDEEN/DYCE RWY 32 571005N 0020803W - 570944N 0020848W - 571004N 0020920W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571025N 0020835W - 571005N 0020803W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR7U006F ABERDEEN/DYCE RWY 16 571502N 0021434W - 571514N 0021338W - 571433N 0021308W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571421N 0021403W - 571502N 0021434W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
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
EGR7U009 NSA APPLECROSS 573252N 0055802W - 573211N 0055101W - 572815N 0055205W - 572407N 0055532W - 572408N 0060116W - 572552N 0060209W - 573252N 0055802W	Upper limit: 1300 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 Applecross. NSA Applecross email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 886 FT AMSL
EGR7U010 NSA BENBECULA 572840N 0072128W - 572839N 0072124W - 572837N 0072125W - 572838N 0072129W - 572840N 0072128W	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 Benbecula. NSA Benbecula email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 13 FT AMSL
EGR7U011 NSA BUCHAN - SITE 1 572732N 0014857W - 572739N 0014839W - 572737N 0014827W - 572727N 0014829W - 572724N 0014846W - 572725N 0014855W - 572732N 0014857W	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 Buchan - Site 1. NSA Buchan - Site 1 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 325 FT AMSL
EGR7U012 NSA BUCHAN - SITE 2 572816N 0015158W - 572816N 0015128W - 572813N 0015115W - 572806N 0015123W - 572757N 0015050W - 572752N 0015046W - 572747N 0015202W - 572800N 0015203W - 572816N 0015158W	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 Buchan - Site 2. NSA Buchan - Site 2 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 375 FT AMSL
EGR7U013 NSA HEBRIDES - SITE 1 572254N 0072549W - 572308N 0072454W - 572250N 0072306W - 572055N 0072214W - 572054N 0072134W - 572020N 0072105W - 572037N 0072223W - 572013N 0072359W - 572254N 0072549W	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 Hebrides - Site 1. NSA Hebrides - Site 1 email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 274 FT AMSL
EGR7U014 NSA HEBRIDES - SITE 2 572204N 0071631W - 572203N 0071619W - 572200N 0071617W - 572157N 0071622W - 572201N 0071635W - 572204N 0071631W	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 Hebrides - Site 2. NSA Hebrides - Site 2 email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk. Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 36 FT AMSL
EGR7U015 NSA KYLE OF LOCHLASH (BUTEC) 571648N 0054244W - 571652N 0054232W - 571650N 0054224W - 571647N 0054223W - 571645N 0054226W - 571644N 0054234W - 571648N 0054244W	Upper limit: 500 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA Kyle of Lochlash (BUTEC). NSA Kyle of Lochlash (BUTEC) email: DES-PSyA-SecurityAdviceCentre@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 39 FT AMSL
EGR7U016 NSA LOCH EWE OFD 574947N 0053503W - 575001N 0053410W - 574954N 0053330W - 574942N 0053317W - 574924N 0053452W - 574932N 0053510W - 574947N 0053503W	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 Loch Ewe OFD. NSA Loch Ewe OFD email: Info@OPA.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 483 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
EGR7U017 NSA MOD CRIMOND 573708N 0015340W - 573720N 0015312W - 573708N 0015232W - 573638N 0015210W - 573618N 0015230W - 573610N 0015256W - 573641N 0015358W - 573708N 0015340W	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 MOD Crimond. NSA MOD Crimond email: MSHQ-CAA-SCC-Permissions-Group@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 74 FT AMSL
EGR7U018 NSA MOD KINLOSS 573941N 0033436W - 573950N 0033112W - 573937N 0033101W - 573804N 0033308W - 573807N 0033414W - 573900N 0033528W - 573904N 0033446W - 573941N 0033436W	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 MOD Kinloss. NSA MOD Kinloss email: MSHQ-CAA-SCC-Permissions-Group@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
EGR7U019 NSA RAF LOSSIEMOUTH 574302N 0032056W - 574308N 0031945W - 574258N 0031822W - 574235N 0031818W - 574157N 0031844W - 574138N 0032035W - 574140N 0032144W - 574302N 0032056W	Upper limit: 600 FT ALT Lower limit: SFC	National Security Act (Prohibited Place) Restricted Airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by NSA RAF Lossiemouth. NSA RAF Lossiemouth email: los-a3ops@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 101 FT AMSL
EGR7U020 NSA SOUTH CLETTRAVAL 573706N 0072653W - 573707N 0072639W - 573701N 0072638W - 573700N 0072651W - 573702N 0072657W - 573706N 0072653W	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 South Clettraval . NSA South Clettraval email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 431 FT AMSL
EGR8U001A STORNOWAY A circle, 2.5 NM radius, centred at 581256N 0061952W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGR8U001B STORNOWAY RWY 06 581108N 0062422W - 581136N 0062453W - 581150N 0062406W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581123N 0062333W - 581108N 0062422W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGR8U001C STORNOWAY RWY 24 581434N 0061510W - 581406N 0061439W - 581351N 0061528W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581420N 0061557W - 581434N 0061510W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGR8U001D STORNOWAY RWY 18 581607N 0062059W - 581610N 0061958W - 581526N 0061949W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581523N 0062050W - 581607N 0062059W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGR8U001E STORNOWAY RWY 36 580941N 0061844W - 580938N 0061945W - 581027N 0061954W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581030N 0061853W - 580941N 0061844W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGR8U002A WICK A circle, 2 NM radius, centred at 582732N 0030535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
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.
EGR8U004 NSA VULCAN 583434N 0034541W - 583440N 0034531W - 583441N 0034524W - 583432N 0034517W - 583428N 0034536W - 583434N 0034541W	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 Vulcan. NSA Vulcan email: DNO-RAR-Vulcan1@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 47 FT AMSL
EGR9U003A EDAY A circle, 2 NM radius, centred at 591125N 0024621W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U004A STRONSAY A circle, 2 NM radius, centred at 590919N 0023830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U005A SANDAY A circle, 2 NM radius, centred at 591501N 0023430W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U006A NORTH RONALDSAY A circle, 2 NM radius, centred at 592203N 0022605W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR9U007A FAIR ISLE A circle, 2 NM radius, centred at 593205N 0013743W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U008A SUMBURGH A circle, 2 NM radius, centred at 595253N 0011738W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U008B SUMBURGH RWY 06 595040N 0012125W - 595106N 0012203W - 595137N 0012040W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595114N 0011952W - 595040N 0012125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U008C SUMBURGH RWY 24 595429N 0011258W - 595403N 0011220W - 595329N 0011351W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595359N 0011419W - 595429N 0011258W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U008D SUMBURGH RWY 09 595217N 0012335W - 595249N 0012342W - 595256N 0012136W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595224N 0012129W - 595217N 0012335W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U008E SUMBURGH RWY 27 595330N 0011140W - 595258N 0011133W - 595251N 0011340W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595323N 0011347W - 595330N 0011140W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U008F SUMBURGH RWY 15 595450N 0012132W - 595509N 0012041W - 595434N 0011948W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595412N 0012037W - 595450N 0012132W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U008G SUMBURGH RWY 33 595022N 0011337W - 595003N 0011429W - 595104N 0011559W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595122N 0011504W - 595022N 0011337W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U009A WESTRAY A circle, 2 NM radius, centred at 592100N 0025700W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U010A PAPA WESTRAY A circle, 2 NM radius, centred at 592103N 0025401W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U011 SAXAVORD A circle, 2.7 NM radius, centred at 604906N 0004612W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.
EGR9U012A LERWICK/TINGWALL A circle, 2 NM radius, centred at 601131N 0011437W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR9U012B LERWICK/TINGWALL RWY 01 600839N 0011524W - 600847N 0011627W - 600939N 0011603W thence anti-clockwise by the arc of a circle radius 2 NM centred on 601131N 0011437W to 600932N 0011500W - 600839N 0011524W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U012C LERWICK/TINGWALL RWY 19 601424N 0011349W - 601417N 0011245W - 601323N 0011311W thence anti-clockwise by the arc of a circle radius 2 NM centred on 601131N 0011437W to 601330N 0011414W - 601424N 0011349W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGR9U013 NSA SAXAVORD - SITE 1 604950N 0005025W - 604943N 0005014W - 604929N 0005025W - 604934N 0005036W - 604950N 0005025W	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 Saxavord - Site 1. NSA Saxavord - Site 1 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 924 FT AMSL
EGR9U014 NSA SAXAVORD - SITE 2 604901N 0005009W following the line of latitude to - 604901N 0005006W - 604900N 0005006W - 604859N 0005008W - 604901N 0005009W	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 Saxavord - Site 2. NSA Saxavord - Site 2 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 772 FT AMSL
EGR9U015 NSA SAXAVORD - SITE 3 605014N 0005038W - 605008N 0005028W - 605005N 0005037W - 605011N 0005042W - 605014N 0005038W	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 Saxavord - Site 3. NSA Saxavord - Site 3 email: BOU-BOC@mod.gov.uk Application via CAA Customer Portal - ACOMS: https://portal.caa.co.uk SI: https://www.legislation.gov.uk/ Site elevation: 481 FT AMSL

Airspace Restrictions - Unmanned Aircraft Systems (UAS)

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

Unmanned Aircraft Systems (UAS) - Data File

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

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
MOD PORTON DOWN Same extent as EGD127	Upper limit: UNL Lower limit: SFC	Emitted light contained within range boundaries.	DSTL.	Inside the confines of EGD127. Hours: Laser operations for short and sustained periods at various times of the day and night.
NERC SPACE GEODESY FACILITY LASER SITE A circle, 1 NM radius, centred at 505205N 0002016E (Herstmonceux Castle)	Upper limit: UNL Lower limit: SFC	Visible beam is potentially hazardous to aircrew. Operator extinguishes beam when aircraft are sighted in the vicinity.	Site Operations, NERC Tel: 01323-833888.	Hours: H24 Laser operations are H24 throughout the year.
PORTSDOWN WEST LASER SITE A circle, 0.25 NM radius, centred at 505138N 0010747W (Portsdown Hill)	Upper limit: 1800 FT ALT Lower limit: SFC	Invisible beam is potentially hazardous to aircrew. Operator extinguishes beam when aircraft are sighted in the vicinity.	Dstl, Tel: 01980-950000.	Hours: H24 Laser operation up to 8 times per day.
QINETIQ PERSHORE A circle, 1 NM radius, centred at 520837N 0020217W	Upper limit: UNL Lower limit: SFC	-	Site Operations, QinetiQ Pershore.	-
UK MET OFFICE CAMBORNE LASER SITE A circle, 0.5 NM radius, centred at 501307N 0051938W	Upper limit: UNL Lower limit: SFC	-	-	Hours: H24
UK MET OFFICE EAST MALLING LASER SITE A circle, 0.5 NM radius, centred at 511715N 0002654E	Upper limit: UNL Lower limit: SFC	-	-	Hours: H24
UK MET OFFICE EXETER LASER SITE A circle, 0.5 NM radius, centred at 504341N 0033200W	Upper limit: UNL Lower limit: SFC	-	-	Hours: H24
UK MET OFFICE GLASGOW BISHOPTON LASER SITE A circle, 0.5 NM radius, centred at 555425N 0043158W	Upper limit: UNL Lower limit: SFC	-	-	Hours: H24
UK MET OFFICE LERWICK LASER SITE A circle, 0.5 NM radius, centred at 600823N 0011104W	Upper limit: UNL Lower limit: SFC	-	-	Hours: H24
UK MET OFFICE LOFTUS LASER SITE A circle, 0.5 NM radius, centred at 543347N 0005143W	Upper limit: UNL Lower limit: SFC	-	-	Hours: H24
UK MET OFFICE PORTGLENONE LASER SITE A circle, 0.5 NM radius, centred at 545155N 0062728W	Upper limit: UNL Lower limit: SFC	-	-	Hours: H24
UK MET OFFICE RHYL LASER SITE A circle, 0.5 NM radius, centred at 531534N 0033031W	Upper limit: UNL Lower limit: SFC	-	-	Hours: H24
UK MET OFFICE STORNOWAY DRUIM A STARRAIG LASER SITE A circle, 0.5 NM radius, centred at 581243N 0061055W	Upper limit: UNL Lower limit: SFC	-	-	Hours: H24
UK MET OFFICE WATNALL LASER SITE A circle, 0.5 NM radius, centred at 530021N 0011501W	Upper limit: UNL Lower limit: SFC	-	-	Hours: H24
UNIVERSITY OF BIRMINGHAM LASER SITE - MALVERN A circle, 0.5 NM radius, centred at 520429N 0021751W	Upper limit: UNL Lower limit: SFC	-	University of Birmingham, Tel: 07483-103594	Hours: H24

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UNIVERSITY OF HERTFORDSHIRE LASER SITE A circle, 1 NM radius, centred at 514512N 0001428W	Upper limit: UNL Lower limit: SFC	Visible beam is potentially hazardous to aircrew. System extinguishes beam when aircraft are observed by radar with +/- 15 degrees of the vertical position.	Physics, Astronomy and Mathematics Dept., Tel: 01707-285555.	Hours: H24
UK ORBIT AREA 01 511500N 0073000W - 511500N 0053000W - 493700N 0053000W - 493700N 0073000W - 511500N 0073000W	Upper limit: FL330 Lower limit: FL290	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Hours: H24 Permanently available.
UK ORBIT AREA 01 LOBE 01 A circle, 15 NM radius, centred at 505500N 0070000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 01 LOBE 02 A circle, 15 NM radius, centred at 505500N 0063000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 01 LOBE 03 A circle, 15 NM radius, centred at 505500N 0060000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 01 LOBE 04 A circle, 15 NM radius, centred at 502500N 0070000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 01 LOBE 05 A circle, 15 NM radius, centred at 502500N 0063000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 01 LOBE 06 A circle, 15 NM radius, centred at 502500N 0060000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 01 LOBE 07 A circle, 15 NM radius, centred at 495500N 0070000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 01 LOBE 08 A circle, 15 NM radius, centred at 495500N 0063000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 01 LOBE 09 A circle, 15 NM radius, centred at 495500N 0060000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 02 514200N 0045200W - 513700N 0033300W - 511200N 0033700W - 505900N 0043700W - 510500N 0045000W - 514200N 0045200W	Upper limit: FL330 Lower limit: FL290	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Hours: H24 Permanently available.
UK ORBIT AREA 02 LOBE 01 A circle, 15 NM radius, centred at 512000N 0041500W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 02 LOBE 02 A circle, 12 NM radius, centred at 512400N 0035800W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 02 LOBE 03 A circle, 12 NM radius, centred at 511500N 0043000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 03 525836N 0003322W - 524210N 0015344E - 523947N 0015344E - 522528N 0011245E - 522624N 0000434W - 525836N 0003322W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: EAMTA A. Hours: H24 Permanently available.
UK ORBIT AREA 03 LOBE 01 A circle, 12 NM radius, centred at 524100N 0000650E	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 03 LOBE 02 A circle, 11 NM radius, centred at 523750N 0005150E	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK ORBIT AREA 03 LOBE 03 A circle, 11 NM radius, centred at 523650N 0010450E	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 05 555123N 0011510W - 553953N 0010247W - 553010N 0011022W - 551333N 0020652W - 551723N 0022711W - 553024N 0024003W - 554233N 0022635W - 555053N 0014116W - 555123N 0011510W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Non-RVSM compliant aircraft FL 280 only. Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 05 LOBE 01 A circle, 14 NM radius, centred at 553000N 0020900W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 05 LOBE 02 A circle, 11 NM radius, centred at 553900N 0012650W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 06 554800N 0033200E - 551500N 0035000E - 550500N 0030800E - 552400N 0020000E - 554600N 0021700E - 554800N 0033200E	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 06 LOBE 01 A circle, 12 NM radius, centred at 553300N 0023300E	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 06 LOBE 02 A circle, 12 NM radius, centred at 552300N 0032100E	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 06 LOBE 03 A circle, 18 NM radius, centred at 552700N 0030600E	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 07 570000N 0095000W - 565000N 0073000W - 562000N 0070000W - 553000N 0070000W - 553000N 0095000W - 570000N 0095000W	Upper limit: FL330 Lower limit: FL290	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 07 LOBE 01 A circle, 20 NM radius, centred at 563100N 0090000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 07 LOBE 02 A circle, 20 NM radius, centred at 562700N 0080000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK ORBIT AREA 07 LOBE 03 A circle, 20 NM radius, centred at 555500N 0090000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 07 LOBE 04 A circle, 20 NM radius, centred at 555500N 0075000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 08 572000N 0010000W - 574000N 0001500E - 561000N 0012000E - 561000N 0013000W - 572000N 0010000W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 08 LOBE 01 A circle, 20 NM radius, centred at 571000N 0001500W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 08 LOBE 02 A circle, 20 NM radius, centred at 563100N 0004400W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 08 LOBE 03 A circle, 20 NM radius, centred at 563100N 0002400E	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 09 572200N 0043000W - 574000N 0032200W - 573500N 0021500W - 562200N 0025200W - 562200N 0035700W - 572200N 0043000W	Upper limit: FL330 Lower limit: FL290	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 09 LOBE 01 A circle, 15 NM radius, centred at 572200N 0025200W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 09 LOBE 02 A circle, 15 NM radius, centred at 571500N 0035000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 09 LOBE 03 A circle, 15 NM radius, centred at 563800N 0032500W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 10 590000N 0030000W - 590000N 0005000W - 575800N 0000000W - 575000N 0004000W - 575000N 0024000W - 590000N 0030000W	Upper limit: FL330 Lower limit: FL290	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK ORBIT AREA 10 LOBE 01 A circle, 15 NM radius, centred at 584400N 0022500W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 10 LOBE 02 A circle, 15 NM radius, centred at 584400N 0011000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 10 LOBE 03 A circle, 15 NM radius, centred at 580600N 0021500W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 10 LOBE 04 A circle, 15 NM radius, centred at 580600N 0005000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 11 600000N 0095000W - 600000N 0060000W - 584000N 0060000W - 582000N 0070000W - 582000N 0095000W - 600000N 0095000W	Upper limit: FL330 Lower limit: FL290	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 11 LOBE 01 A circle, 20 NM radius, centred at 593800N 0090000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 11 LOBE 02 A circle, 20 NM radius, centred at 593800N 0070000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 11 LOBE 03 A circle, 20 NM radius, centred at 584400N 0090000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 11 LOBE 04 A circle, 20 NM radius, centred at 584400N 0070000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 12 605000N 0060000W - 605000N 0002948W - 604329N 0002000W - 593000N 0002000W - 593000N 0060000W - 605000N 0060000W	Upper limit: FL330 Lower limit: FL290	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 12 LOBE 01 A circle, 20 NM radius, centred at 602500N 0051500W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 12 LOBE 02 A circle, 20 NM radius, centred at 602600N 0031000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 12 LOBE 03 A circle, 20 NM radius, centred at 602500N 0010500W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 12 LOBE 04 A circle, 20 NM radius, centred at 595500N 0051500W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 12 LOBE 05 A circle, 20 NM radius, centred at 595600N 0031000W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK ORBIT AREA 12 LOBE 06 A circle, 20 NM radius, centred at 595500N 0010500W	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 13 554200N 0012900E - 551000N 0020000E - 544500N 0020000E - 542800N 0002000E - 544300N 0000800W - 554200N 0005000E - 554200N 0012900E	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 13 LOBE 01 A circle, 15 NM radius, centred at 552500N 0010800E	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 13 LOBE 02 A circle, 15 NM radius, centred at 544700N 0003000E	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
UK ORBIT AREA 13 LOBE 03 A circle, 15 NM radius, centred at 545700N 0012700E	Upper limit: - Lower limit: -	-	Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	-
NORTHERN OSA 590000N 0013755E - then along the North Sea Median Line (eastern limit of published Aberdeen Sector) to 560510N 0031455E - 560441N 0024328E - 571227N 0015238W then anti-clockwise around eastern boundary of the Aberdeen CTR/CTZ - 571948N 0015717W - (HACKLEY HD) then along the coastline anti-clockwise to 574044N 0015652W - 590000N 0013930W - 590000N 0013755E	Upper limit: FL100 Lower limit: SFC	Aberdeen Radar.	SARG - Airspace Regulation.	Off-shore helicopter CAT. This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.
SOUTHERN OSA 533544N 0015732E - 533328N 0021621E - 532200N 0023900E - 531143N 0025505E - 523612N 0014423E - then along the coastline to 525242N 0012618E - 532132N 0013545E - 532838N 0014150E - 533544N 0015732E	Upper limit: 3500 FT ALT Lower limit: SFC	Anglia Radar.	SARG - Airspace Regulation.	Off-shore helicopter CAT. This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
MET RESEARCH FLIGHTS AREA ALPHA 533000N 0010000W - 500000N 0010000W following the line of latitude to - 500000N 0020000W - 485000N 0080000W - 510000N 0080000W - 522000N 0053000W - 533000N 0053000W following the line of latitude to - 533000N 0010000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.
MET RESEARCH FLIGHTS AREA BRAVO 533000N 0030000W following the line of latitude to - 533000N 0053000W - 535500N 0053000W - 542500N 0081000W - 552000N 0065500W - 552600N 0072000W - 552000N 0081600W - 544500N 0090000W - 543500N 0100000W - 610000N 0100000W following the line of latitude to - 610000N 0030000W - 533000N 0030000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.
MET RESEARCH FLIGHTS AREA CHARLIE 533000N 0030000W - 610000N 0030000W following the line of latitude to - 610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 550000N 0050000E - 533000N 0034000E following the line of latitude to - 533000N 0030000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.
MET RESEARCH FLIGHTS AREA DELTA 533000N 0010000W following the line of latitude to - 533000N 0034000E - 513000N 0020000E - 510700N 0020000E - 510000N 0013000E - 504000N 0013000E - 500000N 0001500W following the line of latitude to - 500000N 0010000W - 533000N 0010000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK OPERATING AREA A1 594551N 0083822W - 585614N 0063558W thence clockwise by the arc of a circle radius 10 NM centred on 584830N 0064809W to 584046N 0070015W - 593000N 0090217W thence clockwise by the arc of a circle radius 10 NM centred on 593756N 0085022W to 594551N 0083822W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA A2 601951N 0065322W thence clockwise by the arc of a circle radius 10 NM centred on 601409N 0063652W to 600826N 0062028W - 590240N 0074936W thence clockwise by the arc of a circle radius 10 NM centred on 590812N 0080543W to 591343N 0082156W - 601951N 0065322W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA B1 604100N 0045539W - 592114N 0045150W thence clockwise by the arc of a circle radius 10 NM centred on 592059N 0051121W to 592040N 0053053W - 604025N 0053618W thence clockwise by the arc of a circle radius 10 NM centred on 604044N 0051558W to 604100N 0045539W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA B2 595907N 0033548W - 595832N 0005634W thence clockwise by the arc of a circle radius 10 NM centred on 594834N 0005707W to 593836N 0005739W - 593910N 0033518W thence clockwise by the arc of a circle radius 10 NM centred on 594909N 0033533W to 595907N 0033548W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA B3 604321N 0030104W - 600350N 0004059W thence clockwise by the arc of a circle radius 10 NM centred on 595515N 0005107W to 594640N 0010110W - 602549N 0032025W thence clockwise by the arc of a circle radius 10 NM centred on 603435N 0031047W to 604321N 0030104W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA B4 604359N 0033137W - 604156N 0004849W thence clockwise by the arc of a circle radius 10 NM centred on 603158N 0004945W to 602200N 0005041W - 602403N 0033150W thence clockwise by the arc of a circle radius 10 NM centred on 603401N 0033143W to 604359N 0033137W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA C1 585616N 0004732W thence clockwise by the arc of a circle radius 10 NM centred on 584752N 0003709W to 583927N 0002651W - 575538N 0023334W thence clockwise by the arc of a circle radius 10 NM centred on 580353N 0024409W to 581207N 0025448W - 585616N 0004732W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA C2 593317N 0000114W - 582137N 0010646E thence clockwise by the arc of a circle radius 10 NM centred on 581717N 0004941E to 581255N 0003241E - 592416N 0003613W thence clockwise by the arc of a circle radius 10 NM centred on 592848N 0001846W to 593317N 0000114W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK OPERATING AREA D1 573015N 0030218W thence clockwise by the arc of a circle radius 10 NM centred on 572632N 0024507W to 572246N 0022800W - 561320N 0031859W thence clockwise by the arc of a circle radius 10 NM centred on 561700N 0033540W to 562037N 0035224W - 573015N 0030218W	Upper limit: FL350 Lower limit: FL290	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA E1 563737N 0021052W - 553503N 0014659W thence clockwise by the arc of a circle radius 10 NM centred on 553258N 0020413W to 553051N 0022125W - 563318N 0024611W thence clockwise by the arc of a circle radius 10 NM centred on 563529N 0022833W to 563737N 0021052W	Upper limit: FL350 Lower limit: FL290	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA E2 571222N 0011443W - 564624N 0010334E thence clockwise by the arc of a circle radius 10 NM centred on 563701N 0005724E to 562738N 0005117E - 565323N 0012600W thence clockwise by the arc of a circle radius 10 NM centred on 570252N 0012023W to 571222N 0011443W	Upper limit: FL350 Lower limit: FL290	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA F1 560307N 0004123W - 560207N 0015906E thence clockwise by the arc of a circle radius 10 NM centred on 555208N 0015833E to 554210N 0015801E - 554310N 0004105W thence clockwise by the arc of a circle radius 10 NM centred on 555309N 0004114W to 560307N 0004123W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA F2 575332N 0013156E - 564100N 0023329E thence clockwise by the arc of a circle radius 10 NM centred on 563653N 0021659E to 563244N 0020033E - 574500N 0005808E thence clockwise by the arc of a circle radius 10 NM centred on 574917N 0011500E to 575332N 0013156E	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA G1 561150N 0030026E - 550744N 0034935E thence clockwise by the arc of a circle radius 10 NM centred on 550348N 0033335E to 545950N 0031738E - 560343N 0022747E thence clockwise by the arc of a circle radius 10 NM centred on 560748N 0024405E to 561150N 0030026E	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA H1 525902N 0001238W - 524409N 0012457E thence clockwise by the arc of a circle radius 9.5 NM centred on 523458N 0012059E to 522548N 0011702E - 524035N 0001955W thence clockwise by the arc of a circle radius 9.5 NM centred on 524949N 0001617W to 525902N 0001238W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA I1 512330N 0061525W - 512222N 0042342W thence clockwise by the arc of a circle radius 10 NM centred on 511223N 0042410W to 510224N 0042437W - 510332N 0061532W thence clockwise by the arc of a circle radius 10 NM centred on 511331N 0061528W to 512330N 0061525W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK OPERATING AREA J1 510503N 0072102W thence clockwise by the arc of a circle radius 10 NM centred on 510502N 0070511W to 510459N 0064919W - 494704N 0065011W thence clockwise by the arc of a circle radius 10 NM centred on 494707N 0070537W to 494708N 0072102W - 510503N 0072102W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA J2 505939N 0054841W thence clockwise by the arc of a circle radius 10 NM centred on 505318N 0053629W to 504656N 0052420W - 494501N 0064311W thence clockwise by the arc of a circle radius 10 NM centred on 495115N 0065514W to 495728N 0070721W - 505939N 0054841W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA J3 500313N 0073725W - 500312N 0053317W thence clockwise by the arc of a circle radius 10 NM centred on 495313N 0053330W to 494314N 0053343W - 494314N 0073700W thence clockwise by the arc of a circle radius 10 NM centred on 495314N 0073712W to 500313N 0073725W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA K1 570124N 0081707W thence clockwise by the arc of a circle radius 10 NM centred on 565722N 0080023W to 565319N 0074343W - 554014N 0084131W thence clockwise by the arc of a circle radius 10 NM centred on 554410N 0085745W to 554804N 0091403W - 570124N 0081707W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.
UK OPERATING AREA K2 562100N 0092451W - 560229N 0070533W thence clockwise by the arc of a circle radius 10 NM centred on 555249N 0070957W to 554308N 0071419W - 560130N 0093232W thence clockwise by the arc of a circle radius 10 NM centred on 561115N 0092842W to 562100N 0092451W	Upper limit: FL350 Lower limit: FL270	-	Air-1Gp-ISTAR E-7 SO2 (Tel: 01343-815801).	Hours: H24 Permanently available.

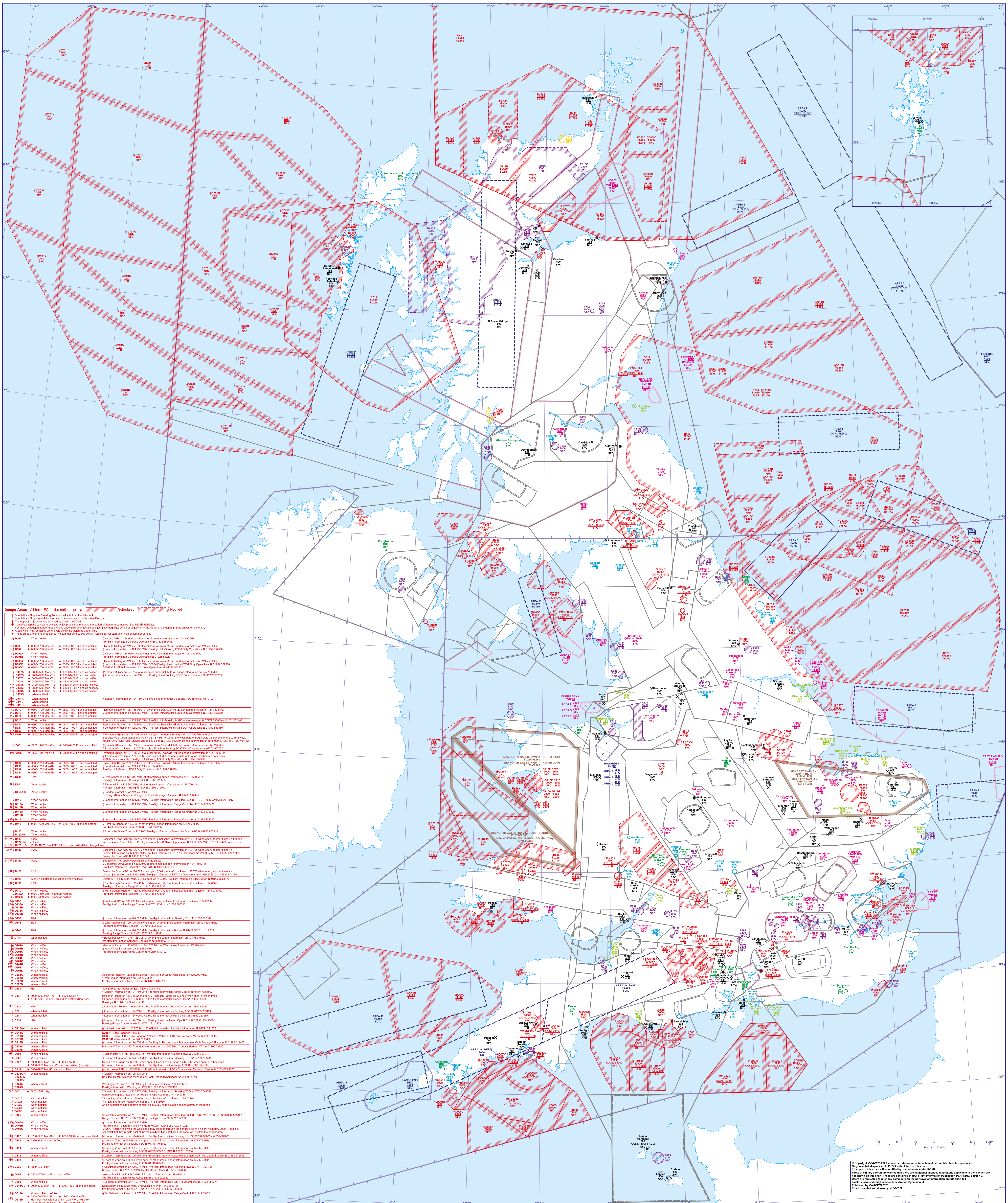
ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
KEYSLEY DOWN MODEL AIRCRAFT FLYING, WILTSHIRE 510717N 0021048W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07962-013388.	Site elevation: 650 FT AMSL. VFR ID: M4 Hours: HJ
KILLYKERGAN PARACHUTE SITE, CO LONDONDERRY A circle, 1.5 NM radius, centred at 550103N 0063951W	Upper limit: FL150 Lower limit: SFC	Phone: 028-2955 8609. Londonderry/Eglinton ATC: 028-7181 1099. Scottish Control (Prestwick): 01294-655300.	Activity notified on the day to Londonderry/Eglinton ATC or Scottish Control (Prestwick) outside hours of Londonderry/ Eglinton. Area overlaps Movenis drop Zone. Alternative contact: 129.905 MHz. Hours: Normally during daylight hours.
KINGS COLLEGE HOSPITAL HELICOPTER LANDING SITE 512805N 0000531W	Upper limit: - Lower limit: -	-	Site elevation: 195 FT AMSL. VFR ID: H21
KINGS FARM MICROLIGHT SITE, RUTLAND 523702N 0003611W	Upper limit: - Lower limit: -	-	Site elevation: 210 FT AMSL. Hours: HJ
KINGS LYNN HOSPITAL HELICOPTER LANDING SITE 524518N 0002650E	Upper limit: - Lower limit: -	-	Site elevation: 40 FT AMSL. VFR ID: H22
KIRKBRIDE MICROLIGHT SITE 545256N 0031220W	Upper limit: - Lower limit: -	-	Site elevation: 38 FT AMSL.
KIRKNEWTON GLIDER SITE (MIL), LOTHIAN (AD) (W) 555234N 0032400W	Upper limit: 3000 FT AGL Lower limit: SFC	Airfield Duty Supervisor during notified hours: 07920-782209. Aerodrome Operator Tel Syerston Ops: 01400-264520, Email: SYE-2FTS-HQ-OpsOC@mod.gov.uk.	Channel: 121.205 (Edinburgh APP); 124.105 (VGS). Site elevation: 652 FT AMSL. Note 1: PNR for Military aircraft. PPR for civil aircraft not available. Note 2: Site located within Edinburgh CTZ. Hours: Sat-Sun & PHs, SR to SS+15 (all other times by NOTAM).
LAKE HELIPORT 510157N 0041507W	Upper limit: - Lower limit: -	Lomas Helicopters Phone: 01237-421054. Email: mail@lomashelicopters.com	PPR Site elevation: 270 FT AMSL. VFR ID: H59
LANGAR PARACHUTE SITE, NOTTS A circle, 1.5 NM radius, centred at 525338N 0005416W	Upper limit: FL150 Lower limit: SFC	Phone: 01949-860878. East Midlands Airport ATC: 01332-852993. London Control (Swanwick) 01489-612420.	Activity notified on the day to East Midlands Airport EGNX and London Control (Swanwick). Langar parachuting contact: 122.240. Alternative contact: East Midlands Radar 134.180 or London Information 124.600 MHz. Hours: Normally during daylight hours.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
LANGFORD KITE FLYING SITE, NEAR CULLOMPTON, DEVON A circle, 1 NM radius, centred at 505000N 0032300W	Upper limit: 800 FT AGL Lower limit: SFC	Phone: 07780-825848.	Site elevation: 210 FT AMSL. VFR ID: K22 Hours: SR-SS.
LASHAM GLIDER SITE, ALTON, HANTS (AD) (W AND T) 511112N 0010155W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Lasham Gliding Society 01256-384900.	Site elevation: 618 FT AMSL. Hours: HJ
LASHENDEN/HEADCORN PARACHUTE SITE, KENT A circle, 1.5 NM radius, centred at 510925N 0003902E	Upper limit: 3500 FT ALT Lower limit: SFC	Phone: 01622-890862. London Control (Swanwick): 023-8040 1110.	Activity notified on the day to Headcorn Radio on 122.210 MHz or London Control (Swanwick). Drops may be made from up to FL 150 with London Control (Swanwick) permission. Hours: Normally during daylight hours.
LEEDS GENERAL INFIRMARY HOSPITAL HELICOPTER LANDING SITE 534810N 0013309W	Upper limit: - Lower limit: -	-	Site elevation: 284 FT AMSL. VFR ID: H23
LEICESTER GLENFIELD HOSPITAL HELICOPTER LANDING SITE 523914N 0011055W	Upper limit: - Lower limit: -	-	Site elevation: 320 FT AMSL. VFR ID: H24
LEYSDOWN KITE FLYING SITE, KENT A circle, 1 NM radius, centred at 512310N 0005625E	Upper limit: 3000 FT AGL Lower limit: SFC	-	Site elevation: 19 FT AMSL. VFR ID: K23 Hours: SR-SS. Activated by NOTAM.
LILLESHALL KITE FLYING SITE, SHROPSHIRE A circle, 0.5 NM radius, centred at 524411N 0022535W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07966-361181.	Site elevation: 209 FT AMSL. Active only August-February. VFR ID: K25 Hours: SR-SS.
LIMERSTONE DOWN HANGGLIDER SITE, ISLE OF WIGHT A circle, 2 NM radius, centred at 503902N 0012220W	Upper limit: 2000 FT AGL Lower limit: SFC	-	Site elevation: 550 FT AMSL. Hours: HJ
LINTON MICROLIGHT SITE (NR MAIDSTONE) 511217N 0003042E	Upper limit: - Lower limit: -	-	Site elevation: 70 FT AMSL.
LIPPITS HILL HELIPORT 513916N 0000058E	Upper limit: - Lower limit: -	National Police Air Service Phone: 01924-962814. Email: ops.centre@npas.police.uk	Police Only Site elevation: 310 FT AMSL. VFR ID: H60 Hours: H24
LITTLE RISSINGTON GLIDER SITE (MIL), GLOS (AD) (W AND T) 515202N 0014139W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Aerodrome Operator RAF 2 FTS 01400-264520. Ops 612 VGS 01451-810078, 07786-504892 (Mobile).	Strictly PPR. Channel: 120.780 (Rissington Radio). Site elevation: 722 FT AMSL. Hours: Sat-Sun & PHs, SR to SS+15 (all other times by NOTAM).

CHART OF UNITED KINGDOM AIRSPACE RESTRICTIONS AND HAZARDOUS AREAS



Danger Areas - All have EG as the national prefix (Scheduled / Notified)

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

Area	Activity	Information
†§ D001	When notified.	Culdrose APP on 134.055, at other times § London Information on 124.750 MHz. Pre-flight Information Culdrose Operations ☎ 01326 552415.
†‡§ D003, †‡§ D004	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§ D005A, †§ D005B	When notified.	Culdrose APP on 134.050 MHz, at other times § London Information on 124.750 MHz. Pre-flight Information Culdrose Operations ☎ 01326 552201.
†§ D006A, †§ D006B, †§ D006C	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz. D006A Pre-flight Information FOST Duty Operations ☎ 01752 557550. D006B/C Preflight Information Culdrose Operations ☎ 01326 552201.
†§ D007A, †§ D007B, †§ D007C, †§ D008A, †‡§ D008B, ‡†§ D008C, ‡†§ D009A	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§ D009B	When notified.	
‡✱§ D011A, ‡✱§ D011B, ‡✱§ D011C	When notified.	§ London Information on 124.750 MHz. Pre-flight Information / Booking TSO ☎ 01837 657210.
†§ D012, ‡†§ D013, ‡†§ D014	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.155 MHz, at other times Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz, Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
§ D015	When notified.	§ London Information on 124.750 MHz. Pre-flight Info/Booking MAB6 range manager ☎ 07977 236839 or 01202 202408.
‡†§ D017, †§ D021, ‡†§ D023	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.155 MHz, at other times Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
‡✱§ D026	◆ 0800-2359 Mon-Thu ◆ 0800-1600 Fri and as notified.	§ Plymouth Military on 124.155 MHz when open. London Information on 124.750 MHz thereafter. Booking: FOST Area Manager, NAVY FOST-SHIPS WAM) for the week before, FOST Duty Operations for the current week, email: NAVYFOST-SHIPSDOPS@mod.gov.uk or ☎ 01752 557550. Range Information on ☎ 01929 404859 or 01929 404712.
†§ D031	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.155 MHz, at other times Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
‡†§ D036	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.155 MHz, at other times, Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz or 124.600 MHz as appropriate or through Southampton or Jersey ATSUs, as appropriate. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
‡†§ D037, ‡†§ D038, ‡†§ D039, ‡†§ D040	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.155 MHz, at other times Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz or 124.600 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
✱§ D044	H24.	§ Lydd Approach on 120.705 MHz, at other times London Information on 124.600 MHz. Pre-flight Information / Booking TSO ☎ 01303 225503.
✱§ D061	When notified.	§ Exeter APP on 128.980 MHz, at other times London Information on 124.750 MHz. Pre-flight Information / Booking TSO ☎ 01395 272972.
§ D064A-C	When notified.	§ London Information on 124.750 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D110	When notified.	§ London Information on 124.750 MHz. Pre-flight Information / Booking TSO ☎ 07870 377646 or 01395 277891.
✱§ D113A, ✱§ D113B	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range Controller ☎ 01646 662496.
§ D115A, § D115B	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range Controller ☎ 01834 871282.
‡✱§ D117	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range Controller ☎ 01994 452240.
‡§ D118	◆ 0900-1600 Mon-Thu ◆ 0900-1400 Fri and as notified.	§ Pembrey Range on 122.755, at other times London Information on 124.750 MHz. Pre-flight Information Range ATC ☎ 01554 892205.
†§ D120, †§ D122A-C	When notified.	§ Boscombe Down Zone on 126.705. Pre-flight Information Boscombe Down ATC ☎ 01980 663246.
‡†‖✱§ D123	H24.	Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz. Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730 when open.
†§ D124	When notified.	
‡†‖✱§ D125	H24. D123, D125: See ENR 5.1 for Upper vertical limit change times.	
‡†✱§ D126	H24.	Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz. Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730 or Boscombe Down ATC ☎ 01980 663246.
‡†‖✱§ D127	H24.	See ENR 5.1 for Upper vertical limit change times. § Boscombe Down Zone on 126.705, at other times London Information on 124.750 MHz. Pre-flight Information Boscombe Down ATC ☎ 01980 663246.
‡†✱§ D128	H24.	Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz. Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730.
†§ D129	Mon-Fri sunrise to sunset and when notified.	Oxford APP on 125.090 MHz. § Brize Zone on 119.005. Pre-flight Information Brize Norton ☎ 01993 895147.
‡✱§ D130	H24.	§ Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Pre-flight Information Range Control ☎ 01420 483405.
✱§ D132	When notified.	§ Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Pre-flight Information / Booking TSO ☎ 01483 798304.
§ D133A	◆ 0800-2359 Mon-Fri and as notified.	
‡§ D133B	◆ 0800-2359 Mon-Fri and as notified.	
✱§ D136, ‡✱§ D138A, § D138B, ✱§ D138C, ‡✱§ D138D	When notified.	§ Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz, Pre-flight Information Range Control ☎ 01702 383211 or 01702 383212.
‡✱§ D139	H24.	§ London Information on 124.600 MHz, Pre-flight Information / Booking TSO ☎ 01206 736149.
✱§ D141	H24.	§ Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz. Pre-flight Information / Booking TSO ☎ 01303 225879.
§ D147	H24.	§ London Information on 124.750 MHz. Pre-flight Information Air Ops ☎ 01432 357311 Ext 2369. Booking Range Control ☎ 01432 357311 Ext 3239.
†§ D148	When notified.	§ Boscombe Down ATC on 126.705, at other times London Information on 124.750 MHz. Pre-flight Information Salisbury Operations ☎ 01980 674710.
†§ D201A, †§ D201B, †✱§ D201C, †✱§ D201D, ‡†§ D201F, ‡†§ D201G, †✱§ D201H, †✱§ D201J, †§ D201K	When notified.	Aberporth Radar on 120.835 MHz / 244.575 MHz or West Wales Radar on 127.090 MHz. § West Wales Information on 122.155 MHz. Pre-flight Information Range Control ☎ 01239 813219.
†§ D202A, †§ D202B, †§ D202C, †§ D202D	When notified.	Aberporth Radar on 120.835 MHz or 244.575 MHz or West Wales Radar on 127.090 MHz. § West Wales Information on 122.155 MHz. Pre-flight Information Range Control ☎ 01239 813219.
‖✱§ D203	H24.	See ENR 5.1 for Upper vertical limit change times. § London Information on 124.750 MHz. Pre-flight Information Range Control ☎ 01874 635599.
†§ D207	◆ 0900-1700 Mon-Thu ◆ 0900-1200 Fri. ◆ 1700-2200 Tue and Thu and as notified (Sep-Apr).	Holbeach Range on 122.755 when open, § Holbeach Range on 122.755 when open; at other times § London Information on 124.600 MHz. Pre-flight Information Range Ops ☎ 01406 550083. Bookings ☎ 01406 550364 Ext 7119.
‡✱§ D208	H24.	§ Lakenheath Zone on 128.900 MHz. Pre-flight Information Range Control ☎ 01842 855367.
§ D211	When notified.	§ London Information on 124.750 MHz. Pre-flight Information / Booking TSO ☎ 01785 763134.
§ D213	When notified.	§ London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01869 257489.
‡§ D216	H24.	§ London Information on 124.750 MHz. Pre-flight Information Air Ops ☎ 01432 357311 Ext 2369. Booking Range Control ☎ 01432 357311 Ext 3239.
§ D217A-K	When notified.	§ Llanbedr Information 118.930 MHz. Pre-flight Information Llanbedr Information ☎ 01341 241356.
†§ D218A, †§ D218B, †§ D218C, †§ D218D	When notified.	**D218A** - Brize Radar on 124.280. **D218B** - Below FL180 Brize Radar on 124.280, at/above FL180 on Swanwick Mil on 128.700 MHz. **D218C/D** - Swanwick Mil on 128.700 MHz. § London Information on 124.750 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
†§ D220A, †§ D220B	When notified.	Marham ATC on 124.155. § London Information on 124.600 MHz. Contact Marham ATC ☎ 01760 337261.
✱§ D304	When notified.	§ Manchester APP on 118.580 MHz. Pre-flight Information / Booking TSO ☎ 01785 763134.
§ D305	When notified.	§ London Information on 124.600 MHz, Pre-flight Information / Booking TSO ☎ 07769 730481.
‡†§ D307	◆ 0900-1630 Mon-Thu ◆ 0900-1500 Fri. ◆ 1630-2200 Mon and Wed and as notified (Sep-Apr).	Donna Nook Range on 122.755 when open. § Donna Nook Range on 122.755 when open; at other times § London Information on 124.600 MHz. Pre-flight Information Range ATC ☎ 01507 359126.
§ D314	◆ 0800-1900 Mon-Fri and as notified.	§ Manchester APP on 118.580 MHz. Pre-flight Information HSE - Science and Research Centre ☎ 0203-028 2000.
†§ D323A-H, D323J-N, D323P-R	When notified.	§ London Information on 125.475 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
†§ D324A, †§ D324B	When notified.	Waddington ATC on 119.505 MHz. § London Information on 124.600 MHz. Pre-flight Information Waddington ATC ☎ 01522 727451/727452.
✱§ D401	◆ 0800-2359 daily.	§ Scottish Information on 127.275 MHz. Pre-flight Information / Booking TSO ☎ 07825 681726; Range Control ☎ 07825 681726; Regional Ops Room ☎ 07717 542336.
‡§ D402A, ‡§ D402B, § D402C, § D403A, § D403B	When notified.	§ Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Pre-flight Information Range Control ☎ 01776 888930. On no account should negative contact on 130.050 MHz be taken as non activity of the range.
‡§ D405	When notified.	§ Scottish Information on 119.875 MHz. Pre-flight Information / Booking TSO ☎ 07786 126151; DTSO ☎ 07966 322799; Range Control ☎ 07812 097785; Regional Ops Room ☎ 07717 542336.
‡✱§ D406A, ‡§ D406B, § D406C	When notified.	§ London Information on 125.475 MHz. Pre-flight Information Eskmeals Range ☎ 01229 712245 or 01229 712233. **D406A** - Aircraft following the west coast may proceed through the danger area at a height not below 2000FT, but it is essential that they remain east of the main railway line paralleling the coast while within the danger area.
‡✱§ D407	◆ 0730-0200 Mon-Sat ◆ 0730-1300 Sun and as notified.	§ London Information on 125.475 MHz, Pre-flight Information / Booking TSO ☎ 01768 343223/343225/343226.
‡✱§ D408	◆ 0830-1630 and as notified.	§ Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information / Booking TSO ☎ 01748 875502.
✱§ D410	When notified.	§ Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information / Booking TSO ☎ 07773 953627; TSM ☎ 07970 170904.
§ D412	When notified.	§ London Information on 125.475 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
✱§ D442	H24.	§ Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information / Booking TSO ☎ 01748 875502.
‡✱§ D505	◆ 0800-2359 daily.	§ Scottish Information on 127.275 MHz. Pre-flight Information / Booking TSO ☎ 07570 962492; Range Control ☎ 07570 961816; Regional Ops Room ☎ 07717 542336.
†§ D508	◆ 0800-1700 Mon-Fri and as notified.	Newcastle APP on 124.380 MHz. § Scottish Information on 119.875 MHz. Pre-flight Information Range Reception ☎ 01434 220952.
§ D509	When notified.	§ Scottish Information on 119.875 MHz. Pre-flight Information CTF311 Operations ☎ 01923 956371.
‡†§ D510A-C	◆ 0900-1700 Mon-Thu ◆ 0900-1600 Fri and as notified.	Spadeadam on 128.725 MHz. § Newcastle APP on 124.380 MHz. Pre-flight Information Range ATC ☎ 01697 749486 or 01697 749488.
✱§ D512A	When notified, *not from* ◆ 0600-0900 Mon-Fri or ◆ 1700-1900 Mon-Thu.	§ Scottish Information on 119.875 MHz. Pre-flight Information Range Control ☎ 01912 394261.
‡✱§ D512B	H24. For notifiable upper limit extension, *not from* ◆ 0600-0900 Mon-Fri or ◆ 1700-1900 Mon-Thu.	
§ D513A, § D513B, § D513C	When notified.	§ Scottish Information on 134.775 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D514	When notified.	§ Scottish Information on 119.875 MHz and London Information on 125.475 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D601	◆ 0800-2359 daily and as notified.	§ Scottish Information on 119.875 MHz. Pre-flight Information / Booking TSO ☎ 07976 154900; DTSO ☎ 07810 654948; Regional Ops Room ☎ 07717 542336.
‡✱§ D604	H24.	§ Scottish Information on 119.875 MHz. Pre-flight Information / Booking TSO ☎ 07795 016995; DTSO ☎ 07971 708438; Regional Ops Room ☎ 07717 542336.
§ D613A, § D613B, § D613C, § D613D	When notified.	§ Swanwick Military on 136.375 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D701A-Y	When notified.	§ Scottish Information on 127.275 MHz. Pre-flight Information Range Control ☎ 01870 604449.
✱§ D702	◆ 0800-1600 daily and as notified.	§ Inverness Radar on 122.605 MHz when open; at other times Scottish Information on 134.850 MHz. Pre-flight Information / Booking TSO ☎ 07773 953637; DTSO ☎ 07423 018050; Regional Ops Room ☎ 07717 542336.
‡†✱§ D703	◆ 0900-2200 Mon-Thu ◆ 0900-1400 Fri and as notified.	Tain Range on 122.755 when open. § Tain Range on 122.755 when open; at other times. Scottish Information on 134.850 MHz. Pre-flight Information Range ATC ☎ 01862 892185 Ext 4945; Regional Ops Room ☎ 07717 542336.
†§ D704	When notified.	SUACS Benbecula APP on 119.205 when open. § Scottish Information on 127.275 MHz. Pre-flight Information Range Control ☎ 01870 604449.
✱§ D710	When notified sunrise to sunset Mon-Sat.	§ Scottish Information on 127.275 MHz. Pre-flight Information Range Control ☎ 01397 436720.
D712A, D712B, D712C, D712D	When notified.	Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
D713	When notified.	Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D714A, § D714B	When notified.	§ Scottish Information on 127.275 MHz. Pre-flight Information MOD Hebrides Range Control ☎ 01870 604449.
✱§ D801, ✱§ D802, § D803	When notified.	§ Scottish Information on 133.675 MHz. Pre-flight Information/Booking Range Control ☎ 01971 511242 when open; at other times Tain Range ATC ☎ 01862 892185 Ext 4945; Regional Ops Room ☎ 07717 542336.
§ D809N, § D809C, D809S	When notified.	§ Scottish Information on 133.675 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
D901	When notified.	Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
D902A-H	When notified.	Contact: SaxaVord Range Operations ☎ 01479 782040, email: rangeops@shetlandspacecentre.com.

Restricted Areas - All have EG as the national prefix (Scheduled / Notified)

Area	Name	Conditions
R002	Devonport	Flight permitted by a helicopter for the purpose of landing at or taking off from Kinterbury Point (KP) Helicopter Landing Site (HLS) and Ships within HM Naval Base with the permission of FOST/Plymouth Military Radar and in accordance with any conditions to which permission is subject.
R063	Dungeness	(i) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Dungeness. PPR. (ii) Flight permitted by an aircraft which has taken off from or intends to land at London Ashford (Lydd) Airport remaining at least 1.5NM from the installation (505449N 0005717E).
R095	Sark	Flight not permitted except in conformity with any permission granted by or on behalf of the Channel Islands Director of Civil Aviation. The Island of Sark is within Bailiwick of Guernsey territorial waters although within the Brest FIR.
R101	Aldermaston	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Aldermaston. PPR.
R104	Burghfield	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Burghfield. PPR.
R105	Highgrove House	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such intended flight or landing.
R106	Raymill House	Flight permitted by aircraft operating for or on behalf of; National Police Air Service, Helicopter Emergency Medical Services, Maritime and Coastguard Agency, The King's Helicopter Flight. Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department.
R107	Belmarsh	Applies to helicopters only, except those making an IFR approach (cloud break purposes) to London/City Airport or operated by UK Police Forces.
R153	Hinkley Point	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hinkley Point, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.
R154	Oldbury	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Oldbury. PPR.
R155	Berkeley	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Berkeley. PPR.
R156	Windsor Castle	Flight permitted by: any aircraft operating for or on behalf of; National Police Air Service, The Helicopter Emergency Medical Service, The Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operating for or on behalf of The King's Helicopter Flight, or operated by a member of the Royal Family; any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Metropolitan Police (Royalty and Specialist Protection); or landing in the grounds of Windsor Great Park at the invitation of the Director of Royal Travel provided that Protective Security Operations (PSO) has been informed in advance of such intended flight or landing; any aircraft approaching to, or departing from, London Heathrow Airport.
R157, R158, R159	Hyde Park, City of London, Isle of Dogs	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit (**R159** only - any aircraft approaching or departing from London/City Airport). See also ENR 1.1, paragraph 4.1.6.
R160	The Specified Area	Except with written permission of the CAA (☎ 01293 567171) a helicopter shall not fly over this area below such a height as would enable it, in event of an engine failure, to land clear of the area. See also ENR 1.1, subsection 4.
R161	Windsor Great Park	Flight permitted by: any aircraft making an approach to or departure from London Heathrow Airport whilst under the control of London Terminal Control, Swanwick or the air traffic control unit at London Heathrow Airport; any aircraft operated by or on behalf of a Police Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service; any aircraft operated by or on behalf of the Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operated by or on behalf of the King's Helicopter Flight; any aircraft operated by or on behalf of a member of the Royal Family; any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Thames Valley Police Service.
R162	SS Richard Montgomery	Flight permitted by: any aircraft operated by or on behalf of a Police Air Support Unit flying in response to an emergency situation, any aircraft operated by or on behalf of an Emergency Medical Service, any aircraft operated by or on behalf of the Maritime and Coastguard Agency flying in response to an emergency situation; any aircraft operating with the written permission of the Secretary of State.
R204	Long Lartin	Applies to helicopters only. Except those operated by or on behalf of UK Police Forces.
R212	Whitemoor	Applies to helicopters only. Except those operated by or on behalf of UK Police Forces.
R214	Woodhill	Applies to helicopters only. Except those operated by or on behalf of UK Police Forces.
R217	Sizewell	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sizewell. PPR.
R219	Sandringham House	Flight permitted by: any aircraft operated by or on behalf of a Police Air Support Unit, any aircraft operated by or on behalf of an Emergency Medical Service, any aircraft operated by or on behalf of the Maritime and Coastguard Agency, any aircraft operated by or on behalf of the King's Helicopter Flight, any aircraft operated by or on behalf of a member of the Royal Family, Any aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit, any aircraft landing in the grounds of Sandringham House at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such intended flight or landing.
R220	Anmer Hall	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Anmer Hall at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such intended flight or landing.
R311	Capenhurst	
R312	Springfields	(i) Flight permitted at not less than 1670FT AMSL for the purpose of landing at Blackpool Airport or in airspace lying south of a straight line joining 534644N 0024454W to 534513N 0025044W for the purpose of landing at or taking off from Warton Aerodrome. (ii) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Springfields. PPR.
R315	Full Sutton	Applies to helicopters only. Except those operated by or on behalf of UK Police Forces.
R319	Manchester	Applies to helicopters only. Except those operated by or on behalf of UK Police Forces.
R321	Wakefield	Applies to helicopters only. Except those operated by or on behalf of UK Police Forces.
R322	Wylfa	(i) Flight permitted at a height of not less than 2000FT AGL whilst operating under and in accordance with a clearance from ATC RAF Valley. (ii) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Wylfa. PPR.
R323	North West Transit Corridor	Flight permitted by any aircraft; (a) flying in accordance with the following criteria : (i) at a speed which according to its airspeed indicator is 140 KT or less; (ii) in-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)(iii) does not apply to any aircraft operated by or on behalf of - (i) the National Police Air Service; (ii) the Helicopter Emergency Medical Service; (iii) The King's Helicopter Flight; or (iv) the Maritime and Coastguard Agency for the purpose of search and rescue only. (c) The restrictions listed in paragraph (a) do not apply to unmanned aerial systems flying in accordance with visual line of sight below 400 FT AGL, or those operating with the authorisation of the Civil Aviation Authority. (d) aircraft where flying is already prohibited by the Air Navigation (Restriction of Flying) (Prisons and Young Offender Institutions) (England and Wales) Regulations 2023(a), remain prohibited.
R413	Sellafield	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sellafield. PPR.
R431	Magharberry	Applies to helicopters only. Except those operated by or on behalf of UK Police Forces.
R432	Frankland/Durham	Applies to helicopters only. Except those operated by or on behalf of UK Police Forces.
R444	Heysham	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Heysham. PPR. For microlight access to Middleton Sands contact BMAA head office.
R445	Barrow-in-Furness	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Barrow-in-Furness. PPR.
R446	Hartlepool	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hartlepool. PPR. Flight at a height of not less than 1800FT AMSL whilst conducting an instrument approach procedure at Durham Tees Valley Airport.
R504	Shotts	Applies to helicopters only. Except those operated by or on behalf of UK Police Forces.
R515	Hunterston	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hunterston. PPR.
R516	Torness	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Torness. PPR.
R603	Rosyth	Flight permitted within the route notified as the Kelty Lane for the purpose of making an approach to land at, or departure from Edinburgh Airport.
R610A, R610B, R610C, R610D	Highlands	Not permanently active. Activation times promulgated via NOTAM. When active, entry of non-participating aircraft is prohibited unless flying with an authorisation given by the Low-Flying Operations Flight (LFOF) at RAF(U) Swanwick ☎ 01489 443100. EGR610C/D Additionally a tactical clearance may be provided by the Range Control Officer for 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 LFBC and the Aeronautical Rescue Co-ordination Centre.
R704	Balmoral	**In the period 0001 hours on 16th May and ending at 2359 hours on 2nd June each year, and in the period 0001 hours on 10th July and ending at 2359 hours on 31st October each year.** Flight permitted by: any aircraft operated by, or on behalf of, Police Scotland, the Scottish Air Ambulance Service, the Maritime and Coastguard Agency for the purposes of Search and Rescue operation, The King's Helicopter Flight. Any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either operated by a member of the Royal Family, or landing in the grounds of Balmoral at the invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing.
R705	Birkhall	Flight permitted by: any aircraft operated by, or on behalf of, Police Scotland, the Scottish Air Ambulance Service, the Maritime and Coastguard Agency for the purposes of Search and Rescue operation, 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.

CHANGE (13/26): UNIVERSITY OF BIRMINGHAM - MALVERN LASER SITE ADDED.

AERO INFO DATE 08 SEP 26

Prohibited Areas - All have EG as the national prefix

P611	Coulport/Faslane
P613	Dounreay

Permanently Sited Lasers

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

Military Training Areas

Area		
East Anglian MTA	Low:	When notified.
	High:	When notified.
North Wales MTA (North)	Low:	When notified.
	High:	When notified.
North Wales MTA (South)	Low:	When notified.
	High:	When notified.

Air To Air Refuelling Areas

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

- Note 1: (R) Receiver, (T) Tanker.Secondary A/A TACAN channels are the reverse of the primary channels.
- Note 2: Swanwick (Mil); crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays.
- Note 3: Discrete Frequencies for AAR towline use are Primary 264.125, Secondary 264.925 and Tertiary 362.100.
- Note 4: AARA 10 East and AARA 10 West. AARA 10 East is only available for Tanker-Trails routeing from UK to foreign destinations or vice versa. ARA 10 West is positioned clear of the main North/South Axis routes (U)N862/864 and UN22 and is available for routine AAR sorties in UK. As AARA 10 and AARA 11 overlap, Tanker Plans will ensure that reservations are deconflicted either by time or by use of different altitude reservations.
- Note 5: AARA 13, Flight trial profiles may dictate that the RV takes place outside AARA 13. It remains the responsibility of theTanker Controller to co-ordinate with other airspace users as necessary.
- Note 6: In areas designated as permanently available for Air-to-Air Refuelling, the amount of warning concerning refuelling operations can be so minimal as to preclude notification by normal methods.
- Note 7: Where Air-to-Air Refuelling Areas conflict with airways, advisory routes or upper air routes, civil/military co-ordination procedures are applied to minimise disruption to the planned flight profiles or the aircraft concerned.
- Note 8: Where Air-to-Air Refuelling Areas are required between FL195 and FL245 outside the normal hours of TRAs 001-008 (See ENR 5.2-2/3), the appropriate TRAs are booked via the MABCC before 1100 hours at D-1.

High Intensity Radio Transmission Areas

Areas of interference with communications and navigational equipment.

Bird Sanctuaries

Site	Period	Site	Period
Isle of May	Permanent (peak activity Apr-Sep)	Martin Mere	Permanent (peak activity Sep-Mar)
Hilbre Islands	Permanent	Gibraltar Point	Permanent
Estuary area north-east of Brancaster	Permanent	Coast north of Holkham	Permanent
Coast north of Holme-next-the-sea	Permanent	Blakeney Point	Permanent
Minsmere	Permanent	Havergate	Permanent
Otmoor	Permanent	Severn	Permanent
Langstone Harbour	Permanent	Pagham Harbour	Permanent
Chesil North	Permanent	Lakenheath Fen	May-Jul and Oct-Feb
Cleethorpes, Humber Estuary	Permanent	Spurn Peninsula, Humber Estuary	Permanent
Bridgwater Bay, Stert Flats	Permanent		

Small Arms Ranges

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

Gas Venting Sites

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

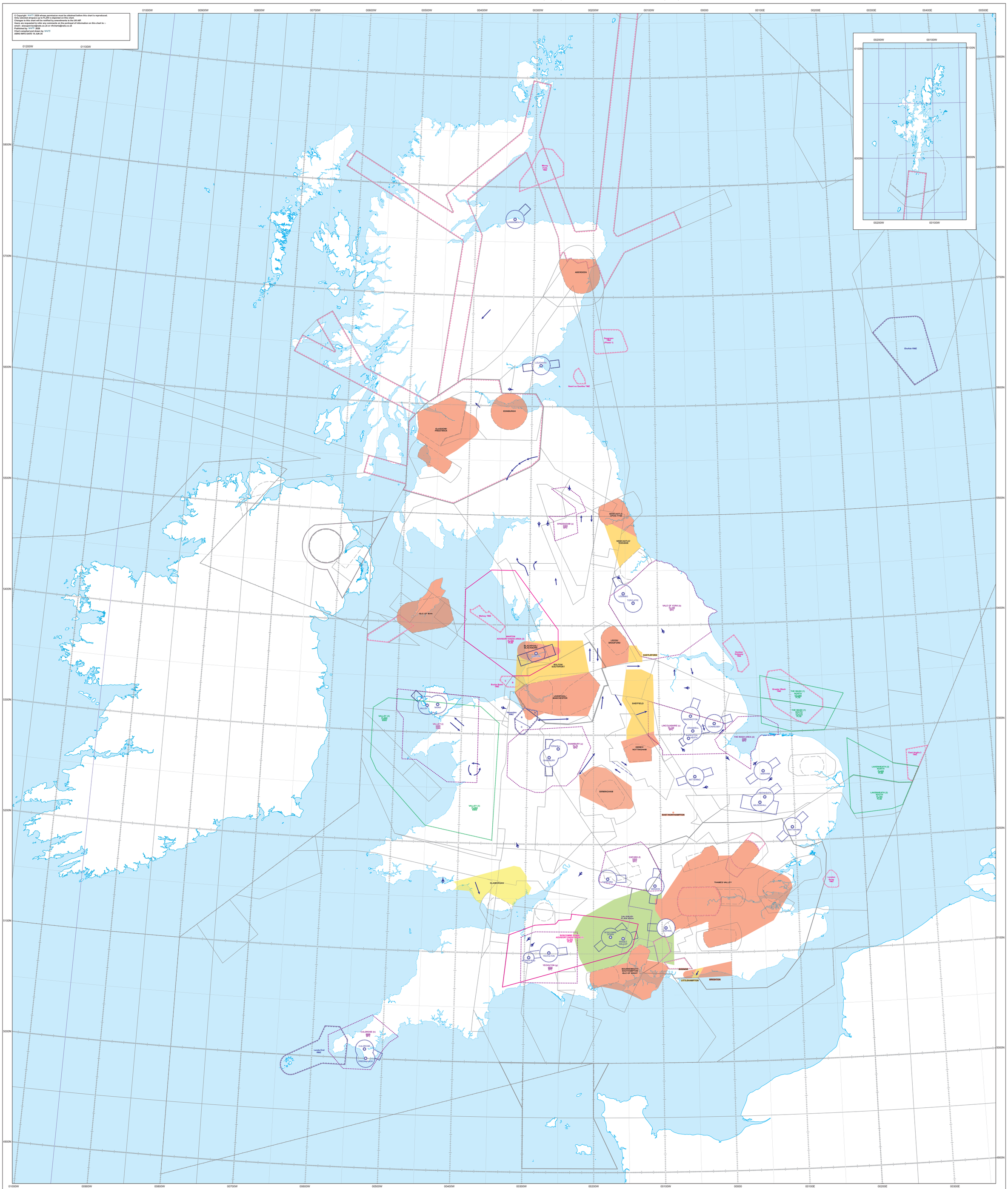
Transponder Mandatory Zones (TMZ)

Radio Mandatory Zones (RMZ)

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Only selected airspace up to FL245 is depicted on this chart.
Changes to this chart will be notified by amendments to the UK AIP.
Pilots of military aircraft are warned that there are additional airspace restrictions applicable to them which are not shown on this chart. These are contained in RAF Flight Information Publication-PLANNING-Section 3.
Users are requested to refer any comments on the portrayal of information on this chart to :- email:- aissupervisor@nats.co.uk or vfrcharts@nats.co.uk
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CHART OF UNITED KINGDOM AREAS OF INTENSE AIR ACTIVITY (AIAA) AND AERIAL TACTICS AREAS (ATA)

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Only selected airspace up to FL245 is depicted on this chart.
Changes to this chart will be notified by amendments to the UK AIP.
Users are requested to refer any comments on the portrayal of information on this chart to :-
email:- aiasupervisor@nats.co.uk or vfrcharts@nats.co.uk
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Chart compiled and drawn by NATS
AERO INFO DATE 15 JUN 26



Areas of Intense Air Activity

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

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

× Peak activity takes place

See UK AIP ENR 5.2 for details of AIAAs.

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

Military Low Flying

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

Military aircraft are considered low flying when:

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

Military Aerodrome Traffic Zones (MATZs)

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

Directional Flow Over An Area

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

Directional Flow Through Choke Point

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

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

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

Avoidance Areas

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

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

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

Transit Areas

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

Aerial Tactics Areas

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

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

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

× Peak activity takes place

See UK AIP ENR 5.2 for details of ATAs.

The Salisbury Plain Area

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

Advisory Radio Area

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

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

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

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

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

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

See UK AIP ENR 5.2 for details of ARA.

Low Level Civil Aircraft Notification Procedure (CANP)

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

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

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

The types of air activity that should be notified include:

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

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

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

Transponder Mandatory Zones (TMZ)

Radio Mandatory Zones (RMZ)

CHANGE (6/26): VALE OF YORK AIAA TIMES REVISED.

ENR 6-76

UK AREA MINIMUM ALTITUDES (AMA)

USERS ARE REMINDED THAT 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.

012°30W 012°00W 011°30W 011°00W 010°30W 010°00W 009°30W 009°00W 008°30W 008°00W 007°30W 007°00W 006°30W 006°00W 005°30W 005°00W 004°30W 004°00W 003°30W 003°00W 002°30W 002°00W 001°30W 001°00W 000°30W 000°00 000°30E 001°00E 001°30E 002°00E 002°30E 003°00E 003°30E 004°00E 004°30E 005°00E 005°30E

6030N 6000N 5930N 5900N 5830N 5800N 5730N 5700N 5630N 5600N 5530N 5500N 5430N 5400N 5330N 5300N 5230N 5200N 5130N 5100N 5030N 4930N 4900N 4830N

WICK
STORNOWAY
FAIR ISLE
PAPA WESTRAY
WESTRAY
NORTH RONALDSAY
SANDAY
EDAY
STRONSAY
KIRKWALL
STERMCH/TINGWALL
SUMBURGH
INVERNESS
BENBECULA
BARRA
COLL
TIREE
OBAN
ABERDEEN/DYCE
PERTH/SCONE
DUNDEE
COLONSAY
GLASGOW
CUMBERNAULD
EDINBURGH
ISLAY
PRESTWICK
CAMPBELTOWN
LONDONDERRY/ EGLINTON
BELFAST/ALDERGROVE
BELFAST CITY
NEWTOWNARDS
ENNISKILLEN/ ST ANGELO
ISLE OF MAN
NEWCASTLE
TEESSIDE INTERNATIONAL
WALNEY
LEEDS/BRADFORD
LEEDS EAST
SHERBURN-IN-ELMET
BLACKPOOL
WARTON
SANDTOFT
HUMBERSIDE
MANCHESTER/BARTON
MANCHESTER
LIVERPOOL
NETHERTHORPE
WICKENBY
RETFORD/GAMSTON
HAWARDEN
CAERNARFON
NOTTINGHAM
DERBY
TATENHILL
EAST MIDLANDS
SLEAP
WELSHPOOL
LEICESTER
FENLAND
NORWICH
OLD BUCKENHAM
WOLVERHAMPTON/ HALFPENNY GREEN
BIRMINGHAM
CAMBRIDGE
SHOBDON
WELLESBOURNE MOUNTFORD
CRANFIELD
OLD WARDEN
DUXFORD
WEST WALES/ ABERPORTH
CHELTENHAM/ HELIPORT
GLOUCESTERSHIRE
OXFORD
LONDON/LUTON
LONDON/STANSTED
ANDREWSFIELD
EARLS COLNE
HAVERFORDWEST
SWANSEA
KEMBLE
CHALGROVE
WYCOMBE AIR PARK/ BOOKER
ELSTREE
STAPLEFORD
SOUTHEND
DENHAM
WHITE WALTHAM
LONDON/HEATHROW
LONDON/HELIPORT
LONDON/CITY
STATHAN
CARDIFF
BRISTOL
FARNBOROUGH
FARNOAKS
BIGGIN HILL
ROCHESTER
BLACKBUSHE
REDHILL
LONDON/GATWICK
LASHENDEN/ HEADCORN
THRUXTON
LYDD
SOUTHAMPTON
COMPTON ABBAS
YEOVIL/WESTLAND
DUNKESWELL
EXETER
BOURNEMOUTH
CHICHESTER/GOODWOOD
SHOREHAM
PORTLAND/HELIPORT
NEWQUAY
PENZANCE/HELIPORT
LAND'S END
SCILLY ISLES/ ST MARY'S
ALDERNEY
GUERNSEY
JERSEY

SCOTTISH FIR
LONDON FIR

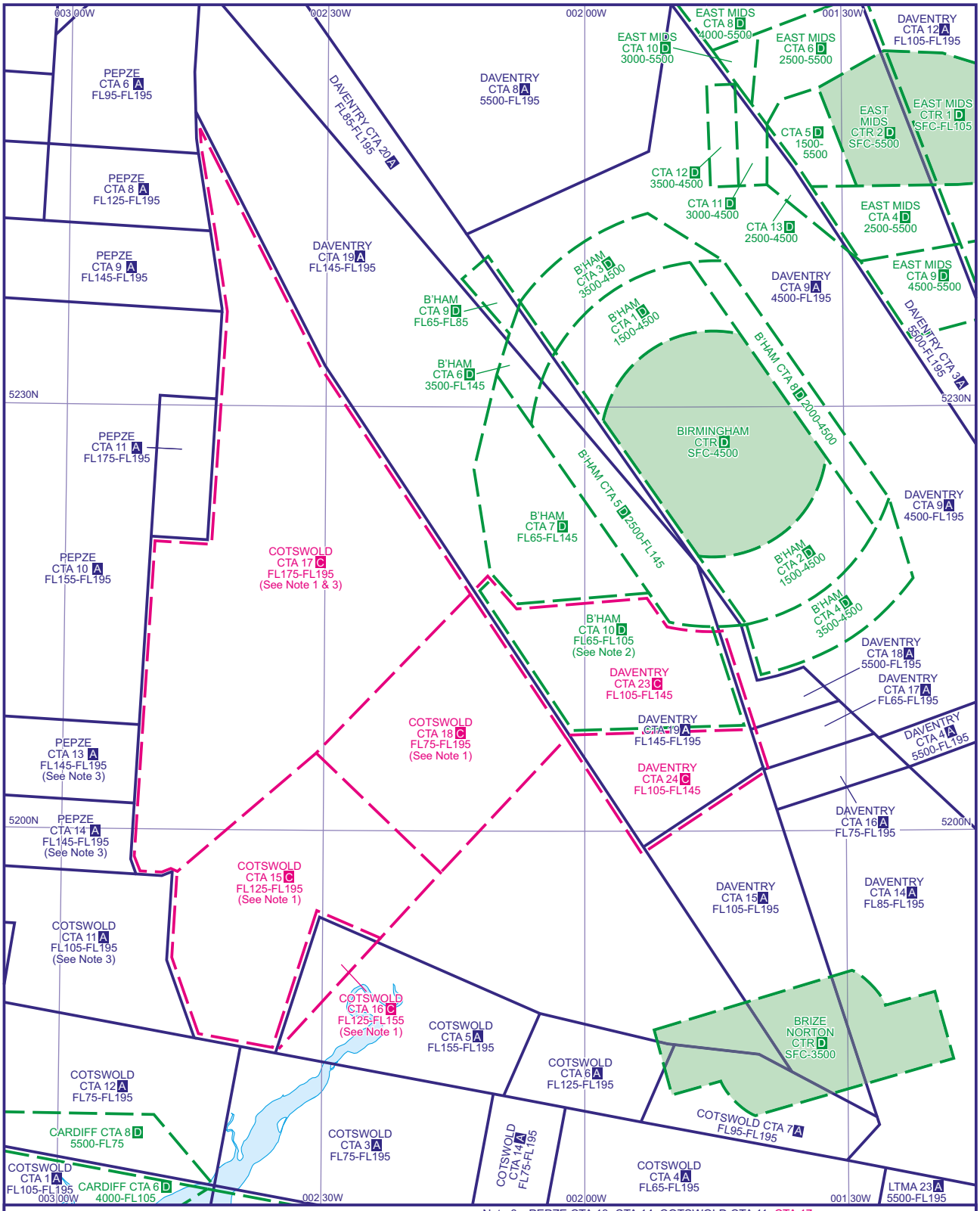
USERS ARE REMINDED THAT AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

CHANGE (1378): AMA REVISED.
AERO INFO DATE: 15 OCT 26

ENR 6-81

I

COTSWOLD (SHAWBURY TRIANGLE) FLEXIBLE USE AIRSPACE (FUA)



Note 1 COTSWOLD CTA 15, CTA 16, CTA 17 & CTA 18.
Flexible use of airspace.
Class C between hours 1700-0900 (1600-0800) Monday-Thursday and 1700 (1600) Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.
COTSWOLD CTA 15, CTA 16, CTA 18
Access restrictions may apply during NOTAM activation of EGD218.

Note 2 BIRMINGHAM CTA 10.
Flexible use of airspace.
Class D between hours 1700-0900 (1600-0800) Monday-Thursday and 1700 (1600) Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.

Note 3 PEPZE CTA 13, CTA 14, COTSWOLD CTA 11, CTA 17
The following two areas, between the CTAs base level and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Cardiff ATC:
MADLEY Box great circle lines joining: 520734N 0025744W - 520712N 0024624W - 515640N 0024718W - 515701N 0025836W - 520734N 0025744W.
RAGLAN Box great circle lines joining: 515701N 0025836W - 515640N 0024718W - 515040N 0024748W - 515153N 0025901W - 515701N 0025836W.
During periods of activation of these areas ATC will direct aircraft to remain clear of the active area.

CHANGE (5/24): NOTE 1 REVISED.

AERO INFO DATE 22 FEB 24

ENR 6-82

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.

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.

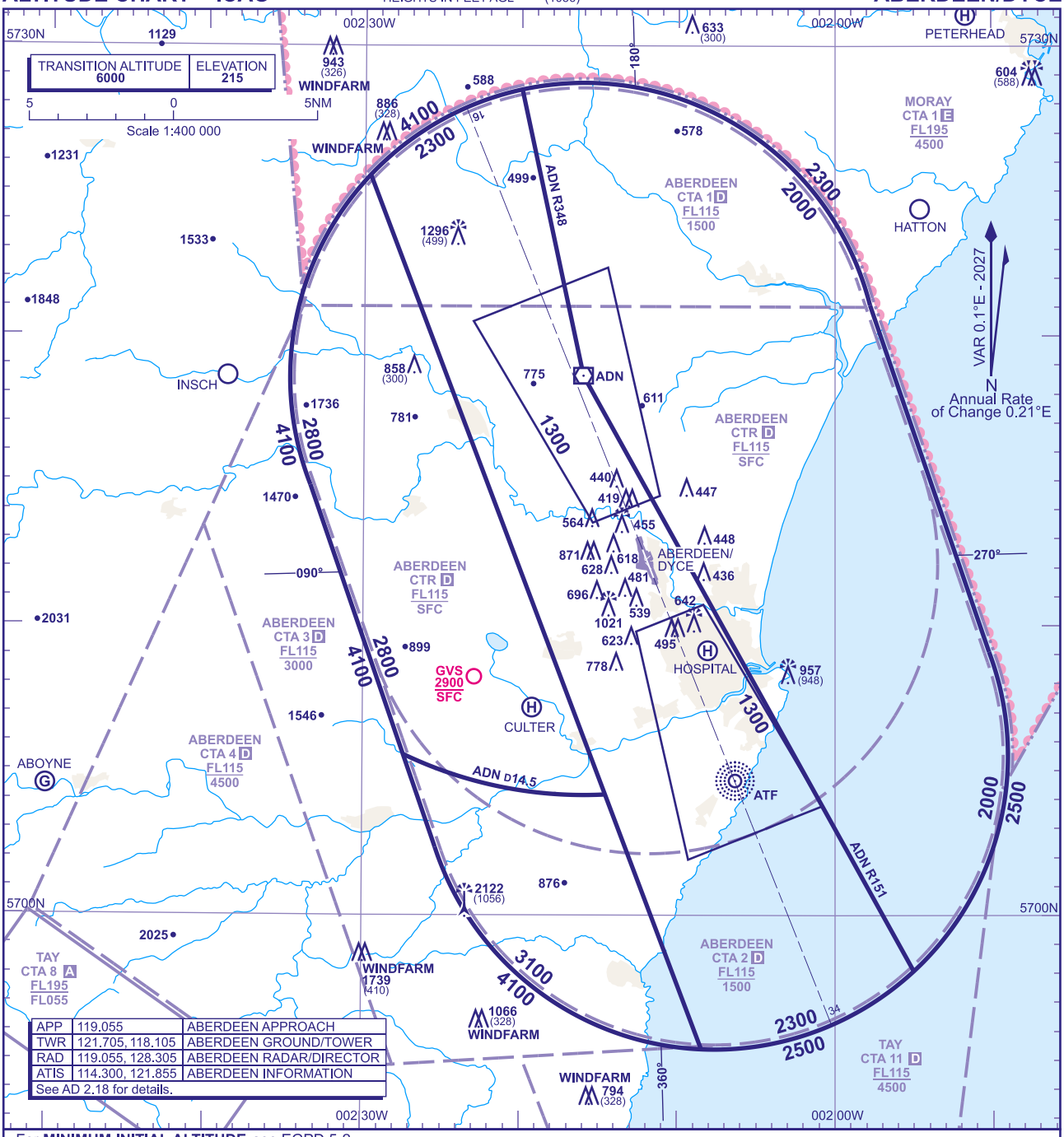
Light aircraft should be aware of the possible effect of rotor downwash and wake vortices generated by large helicopters operating to/ from the aerodrome.

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):

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 (13/26): FOOTNOTE SYMBOLOGY CORRECTED.

AERO INFO DATE 06 OCT 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

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	-

INTENTIONALLY BLANK

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 2.19 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.

EGPR — BARRA

EGPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPR — BARRA

EGPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 570125N Long: 0072630W Centre point of airport is 140 M West of Runway 28 threshold on South edge of Runway 10/28
2	Direction and distance from city	4.3 NM NE of Castlebay.
3	Elevation / Reference temperature / Mean Low Temperature	5 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	190 FT
5	Magnetic Variation / Annual Change	2.06°W (2027) / 0.22°E
6	AD Administration Address Telephone E-mail address	HIAL Barra Aerodrome, North Bay, Isle of Barra, Western Isles, HS9 5YD. 01871-890212 Barrafiso@hial.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGPR AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 1030-1530 (0930-1430); Sun 1100-1215 (1000-1115); and by arrangement with AD operator (HIAL). AD availability subject to tidal variation.
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	-
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	Prior Permission Required at this Aerodrome. Arrival/Departure times may be allocated. Aircraft movements at Barra prohibited outside AD/ATS hours except in an emergency.

EGPR AD 2.4 HANDLING SERVICES AND FACILITIES

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EGPR AD 2.5 PASSENGER FACILITIES

1	Hotels	On Island.
2	Restaurants	Cafeteria in Terminal.
3	Transportation	Car Hire, Taxies and Bus on Island.
4	Medical facilities	First Aid, Local Doctor and Ambulance available.
5	Bank and Post Office	Located at Castlebay.
6	Tourist Office	Located at Castlebay.
7	Remarks	Wheelchair and Stairclimber available for disabled passenger handling.

EGPR 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.
2	Rescue equipment	Water rescue facilities are available for all Runways during published opening hours and special 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	-
4	Remarks	-

EGPR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	-
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	Two WDI: 570134.44N 0072648.95W; 570116.89N 0072650.98W.

EGPR 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.

EGPR 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	-
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	F214 UK Spot wind forecast chart and F215 UK low-level forecast chart.
8	Supplementary equipment available for providing information	Internet access to MET Office.
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Local METARs available during AD hours.

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 -	-
10	100.68°	680 x 46 M	RWY surface: Sand -	570128.67N 0072654.00W 190.0 FT	THR 4.5 FT -	-
28	280.69°	680 x 46 M	RWY surface: Sand -	570125.30N 0072621.24W 190.0 FT	THR 1.4 FT -	-
14	139.48°	846 x 46 M	RWY surface: Sand -	570131.18N 0072649.38W 190.0 FT	THR 4.4 FT -	-
32	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 10 Threshold displaced by 50 M to allow 1:20 over marker post.
-	-	-	-	-	-	RWY 28 Threshold displaced by 70 M to allow 1:20 over marker post.
-	-	-	-	-	-	RWY 14 Threshold displaced by 50 M to clear marker post and dunes.
-	-	-	-	-	-	RWY 32 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	-
14	799 M	799 M	799 M	796 M	-
25	799 M	799 M	799 M	799 M	-
32	799 M	799 M	799 M	776 M	-
10	667 M	667 M	667 M	617 M	-
28	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 (14/ 32)	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.

   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, 10/28 and 14/32. 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

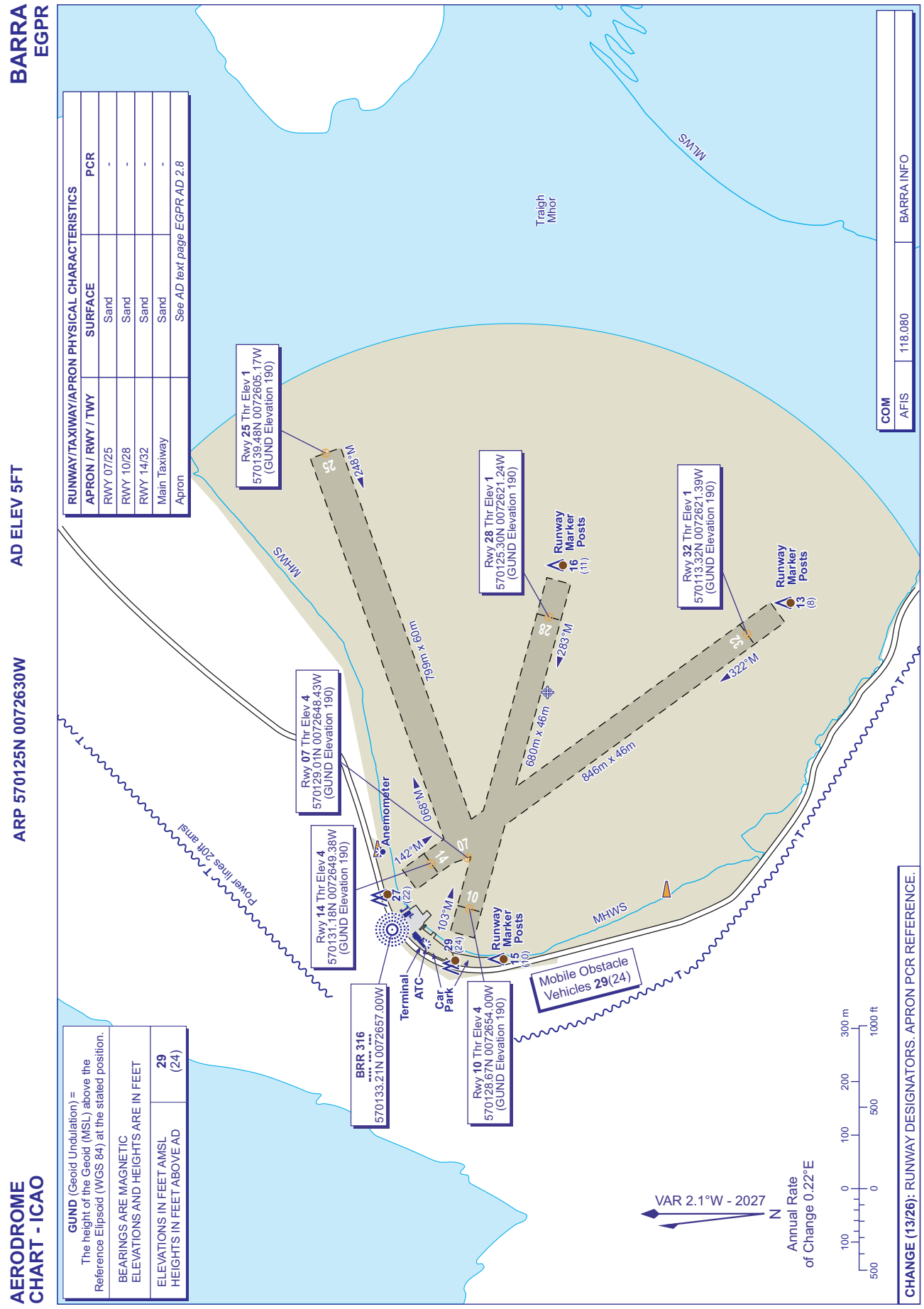
Not applicable

EGPR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPR-2-1
INSTRUMENT APPROACH CHART RNP RWY 14 (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 14
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

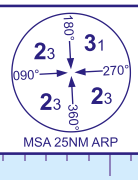
Not applicable


BARRA
EGPR
AERODROME
CHART - ICAO
ARP 570125N 0072630W
AD ELEV 5FT
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCR
RWY 07/25
Sand
-
RWY 10/28
Sand
-
RWY 14/32
Sand
-
Main Taxiway
Sand
-
Apron
See AD text page EGPR AD 2.8
COM
AFIS
118.080
BARRA INFO
Rwy 25 Thr Elev 1
570139.48N 0072605.17W
(GUND Elevation 190)
Rwy 28 Thr Elev 1
570125.30N 0072621.24W
(GUND Elevation 190)
Rwy 32 Thr Elev 1
570113.32N 0072621.39W
(GUND Elevation 190)
Rwy 07 Thr Elev 4
570129.01N 0072648.43W
(GUND Elevation 190)
Rwy 14 Thr Elev 4
570131.18N 0072649.38W
(GUND Elevation 190)
Rwy 10 Thr Elev 4
570128.67N 0072654.00W
(GUND Elevation 190)
BRR 316
570133.21N 0072657.00W
799m x 60m
680m x 46m
846m x 46m
248°M
283°M
322°M
088°M
142°M
103°M
Runway Marker Posts 16 (11)
Runway Marker Posts 13 (8)
Runway Marker Posts 15 (10)
Anemometer
Terminal
ATC
Car Park
Mobile Obstacle Vehicles 29(24)
Power lines 20ft amsl
MHWS
MLWS
Traigh Mhor
VAR 2.1°W - 2027
Annual Rate of Change 0.22°E
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
29 (24)
CHANGE (13/26): RUNWAY DESIGNATORS. APRON PCR REFERENCE.

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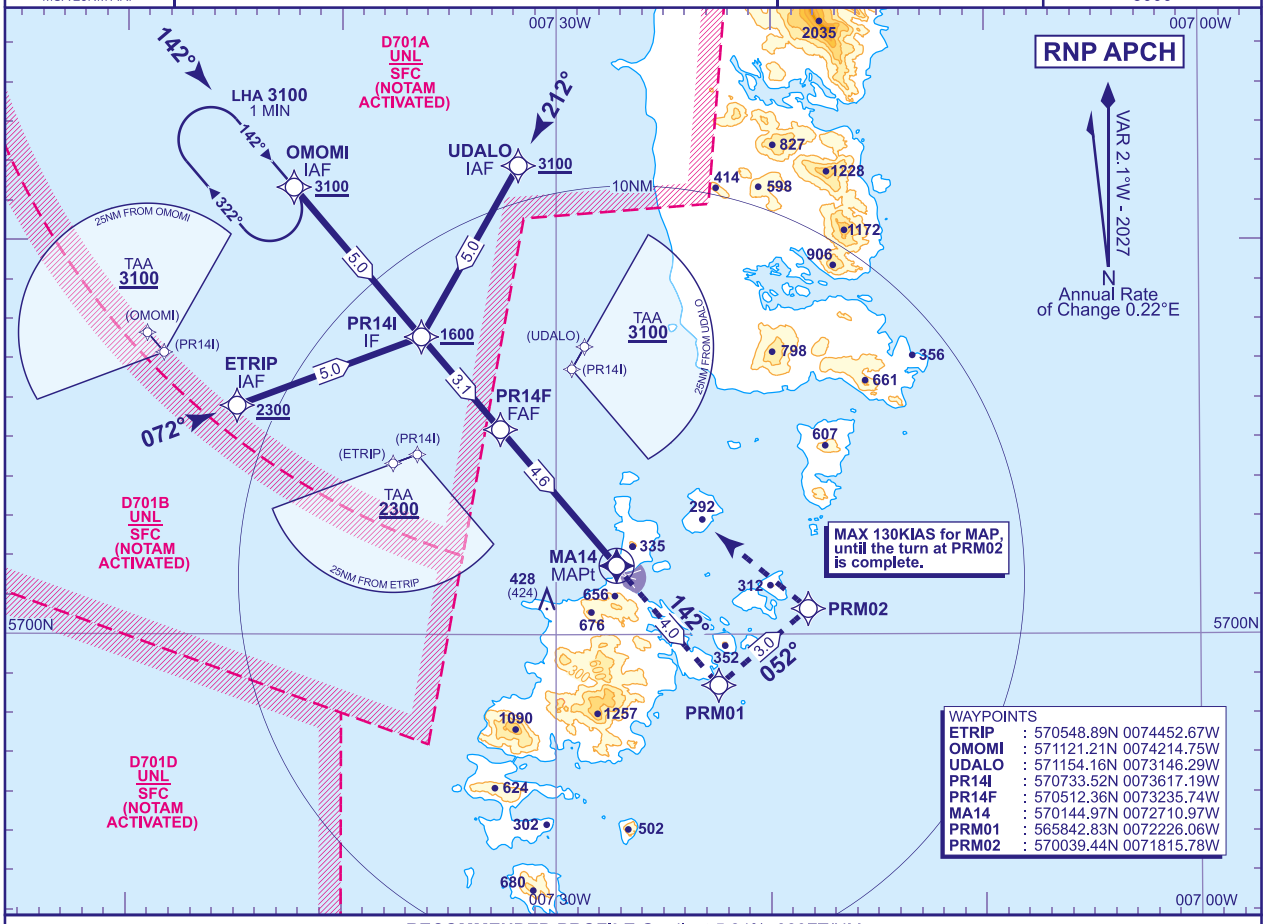
INSTRUMENT APPROACH CHART - ICAO

BARRA
RNP
RWY 14
(ACFT CAT A,B)



AFIS 118.080	BARRA INFORMATION	AD ELEVATION	5
		THR ELEVATION	4
		OBSTACLE ELEVATION 428 AMSL (424) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	

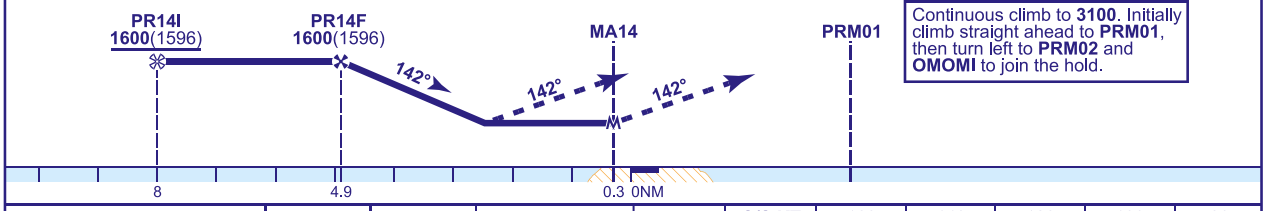
TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

NM to MA14	4	3
ALT(HGT)	**1410**(1406)	**1090**(1086)

TCH 40



MAPt (LNAV): MA14
(0.3NM before THR RWY 14)

Continuous climb to **3100**. Initially climb straight ahead to **PRM01**, then turn left to **PRM02** and **OMOMI** to join the hold.

Aircraft Category		A	B
OCA (OCH)	**LNAV**	**800**(796)	**800**(796)
VM(C)OCA (OCH AAL)	**Total Area**	**Not Authorised**	
	North of RWYs 250°M clockwise to 160°M	**810**(805)	**810**(805)

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

NOTE
1 High ground lies in the vicinity of the missed approach area. Do not depart from procedure unless in VMC.
2 Severe turbulence can occur when wind exceeds 30KTS at **2000** within the arc 160°T - 240°T.
3 Procedure interacts with Danger Areas EGD701A and EGD701B. Procedure not available when Danger areas are active.
4 Use of this RNP procedure is strictly PPR from the aerodrome operator.
5 Prior to commencing the procedure, pilots are to broadcast on AFIS 118.080 with flight details and intentions.

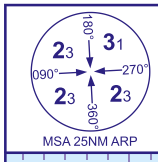
CHANGE (13/26): RWY DESIGNATOR CHANGED. WAYPOINTS CHANGED.

AERO INFO DATE 13 OCT 26

AD 2-EGPR-8-1

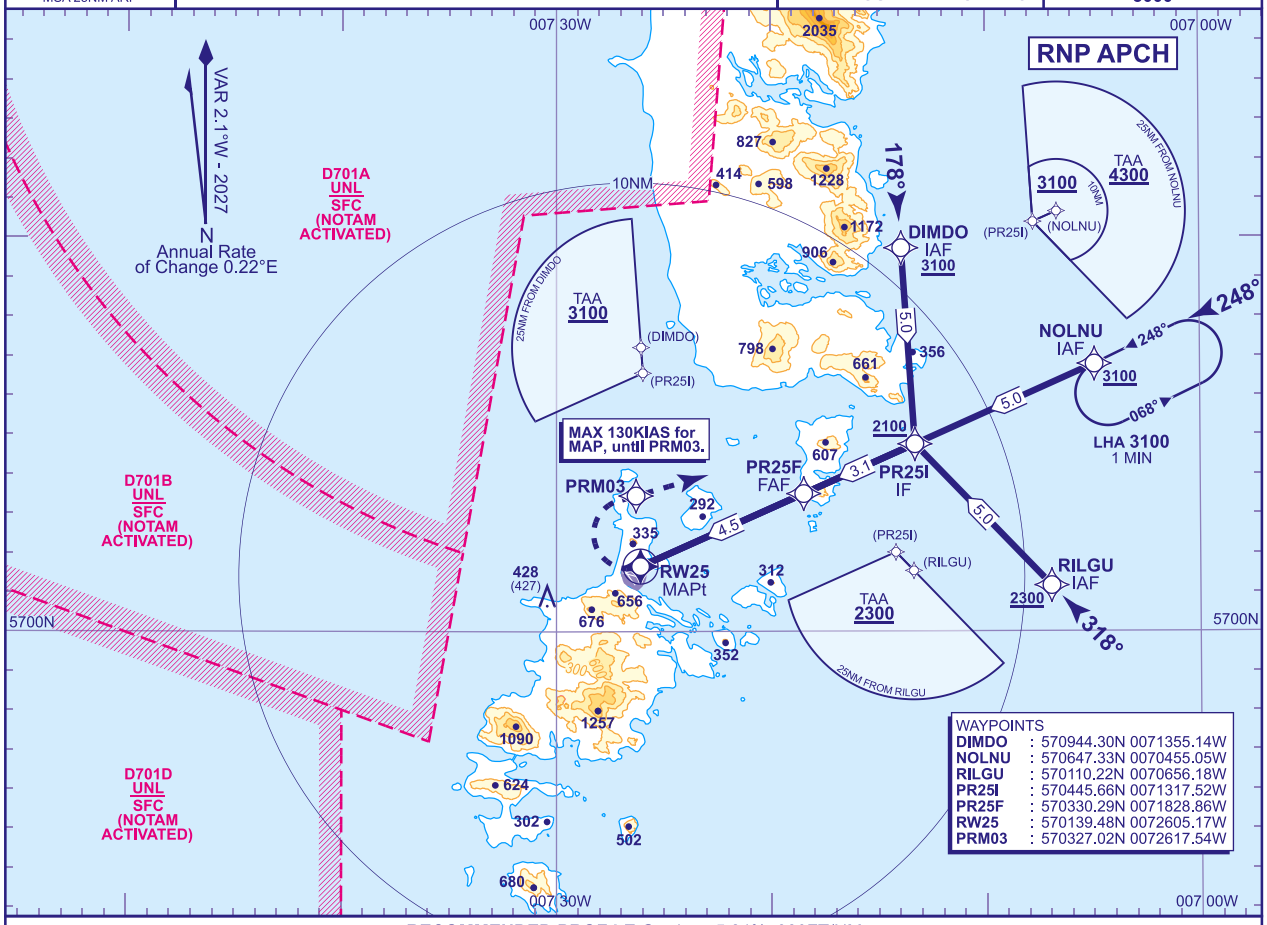
INSTRUMENT APPROACH CHART - ICAO

BARRA RNP RWY 25
(ACFT CAT A,B)



AFIS 118.080	BARRA INFORMATION	AD ELEVATION 5
		THR ELEVATION 1
		OBSTACLE ELEVATION 428 AMSL (427) (ABOVE THR)
		BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE 3000



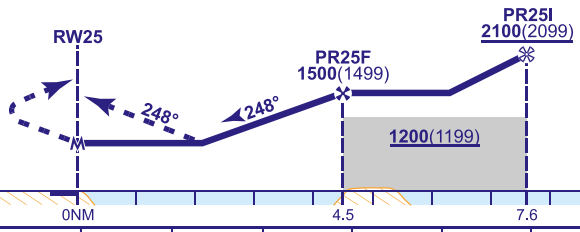
RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

NM to RW25	4	3
ALT(HGT)	**1320**(1319)	**1000**(999)

TCH 40

MAPt (LNAV): RW25

Continuous climb to **3100**.
At **RW25** turn right to **PRM03**, **NOLNU** to join the hold.
MAX 130 KIAS until **PRM03**.



Aircraft Category		A	B
OCA (OCH)	LNAV	**830**(829)	**830**(829)
VM(C)OCA (OCH AAL)	Total Area	Not Authorised	
	North of RWYs 250°M clockwise to 160°M	**840**(835)	**840**(835)

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

NOTE
1 High ground lies in the vicinity of the missed approach area. Do not depart from procedure unless in VMC.
2 Severe turbulence can occur when wind exceeds 30KTS at **2000** within the arc 160°T - 240°T.
3 Use of this RNP procedure is strictly PPR from the aerodrome operator.
4 Prior to commencing the procedure, pilots are to broadcast on AFIS 118.080 with flight details and intentions.

CHANGE (4/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 30 JAN 26
AD 2-EGPR-8-2

Instrument Approach Procedure Coding Tables

BARRA RNP RWY14 - Instrument Approach Procedure via ETRIP

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
R14R	001	IF	ETRIP	N	-	-	2300	-	570548.89N 0074452.67W	IAF
R14R	002	TF	PR14I	N	072° (069.5°)	RIGHT	1600	-	570733.52N 0073617.19W	IF / 7.7NM
R14R	003	TF	PR14F	N	142° (139.5°)	-	1600	-	570512.36N 0073235.74W	FAF / 4.55NM
R14R	004	TF	MA14	Y	142° (139.5°)	-	-	-	570144.97N 0072710.97W	MAPt
R14R	005	CF	PRM01	N	142° (139.5°)	LEFT	-	-130	565842.83N 0072226.06W	-
R14R	006	TF	PRM02	N	052° (049.5°)	LEFT	-	-130	570039.44N 0071815.78W	-
R14R	007	TF	OMOMI	Y	312° (309.5°)	-	3100	-	571121.21N 0074214.75W	HOLD

BARRA RNP RWY14 - Instrument Approach Procedure via OMOMI

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
R14C	001	IF	OMOMI	N	-	-	3100	-	571121.21N 0074214.75W	IAF
R14C	002	TF	PR14I	N	142° (139.5°)	-	1600	-	570733.52N 0073617.19W	IF / 7.7NM
R14C	003	TF	PR14F	N	142° (139.5°)	-	1600	-	570512.36N 0073235.74W	FAF / 4.55NM
R14C	004	TF	MA14	Y	142° (139.5°)	-	-	-	570144.97N 0072710.97W	MAPt
R14C	005	CF	PRM01	N	142° (139.5°)	LEFT	-	-130	565842.83N 0072226.06W	-
R14C	006	TF	PRM02	N	052° (049.5°)	LEFT	-	-130	570039.44N 0071815.78W	-
R14C	007	TF	OMOMI	Y	312° (309.5°)	-	3100	-	571121.21N 0074214.75W	HOLD

BARRA RNP RWY14 - Instrument Approach Procedure via UDALO

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
R14L	001	IF	UDALO	N	-	-	3100	-	571154.16N 0073146.29W	IAF
R14L	002	TF	PR14I	N	212° (209.5°)	LEFT	1600	-	570733.52N 0073617.19W	IF / 7.7NM
R14L	003	TF	PR14F	N	142° (139.5°)	-	1600	-	570512.36N 0073235.74W	FAF / 4.55NM
R14L	004	TF	MA14	Y	142° (139.5°)	-	-	-	570144.97N 0072710.97W	MAPt
R14L	005	CF	PRM01	N	142° (139.5°)	LEFT	-	-130	565842.83N 0072226.06W	-
R14L	006	TF	PRM02	N	052° (049.5°)	LEFT	-	-130	570039.44N 0071815.78W	-
R14L	007	TF	OMOMI	Y	312° (309.5°)	-	3100	-	571121.21N 0074214.75W	HOLD

CHANGE (13/26): RWY DESIGNATOR CHANGED. WAYPOINTS.
AERO INFO DATE 07 OCT 26

Instrument Approach Procedure Coding Tables

BARRA RNP RWY 25 - Instrument Approach Procedure via DIMDO

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
R25R	001	IF	DIMDO	N	-	-	3100	-	570944.30N 0071355.14W	IAF
R25R	002	TF	PR25I	N	178° (176.1°)	RIGHT	2100	-	570445.66N 0071317.52W	IF / 7.65NM
R25R	003	TF	PR25F	N	248° (246.1°)	-	1500	-	570330.29N 0071828.86W	FAF / 4.55NM
R25R	004	TF	RW25	Y	248° (246.0°)	RIGHT	-	-	570139.48N 0072605.17W	MAPt
R25R	005	DF	PRM03	N	-	RIGHT	-	-130	570327.02N 0072617.54W	-
R25R	006	TF	NOLNU	Y	076° (073.8°)	-	3100	-	570647.33N 0070455.05W	HOLD

BARRA RNP RWY 25 - Instrument Approach Procedure via NOLNU

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
R25C	001	IF	NOLNU	N	-	-	3100	-	570647.33N 0070455.05W	IAF
R25C	002	TF	PR25I	N	248° (246.1°)	-	2100	-	570445.66N 0071317.52W	IF / 7.65NM
R25C	003	TF	PR25F	N	248° (246.1°)	-	1500	-	570330.29N 0071828.86W	FAF / 4.55NM
R25C	004	TF	RW25	Y	248° (246.0°)	RIGHT	-	-	570139.48N 0072605.17W	MAPt
R25C	005	DF	PRM03	N	-	RIGHT	-	-130	570327.02N 0072617.54W	-
R25C	006	TF	NOLNU	Y	076° (073.8°)	-	3100	-	570647.33N 0070455.05W	HOLD

BARRA RNP RWY 25 - Instrument Approach Procedure via RILGU

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
R25L	001	IF	RILGU	N	-	-	2300	-	570110.22N 0070656.18W	IAF
R25L	002	TF	PR25I	N	318° (316.1°)	LEFT	2100	-	570445.66N 0071317.52W	IF / 7.65NM
R25L	003	TF	PR25F	N	248° (246.1°)	-	1500	-	570330.29N 0071828.86W	FAF / 4.55NM
R25L	004	TF	RW25	Y	248° (246.0°)	RIGHT	-	-	570139.48N 0072605.17W	MAPt
R25L	005	DF	PRM03	N	-	RIGHT	-	-130	570327.02N 0072617.54W	-
R25L	006	TF	NOLNU	Y	076° (073.8°)	-	3100	-	570647.33N 0070455.05W	HOLD

CHANGE (4/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 30 JAN 26

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

EGAA AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGAA2033) 07/TAKE-OFF	TREE	543958.83N 0061115.40W	292 FT	42 FT	No	-
(EGAA1948) 07/TAKE-OFF	FFM	543950.12N 0061130.85W	274 FT	12 FT	No	-
(EGAA1437) 35/TAKE-OFF	VOR DME	543940.27N 0061347.66W	225 FT	14 FT	No	-
(EGAA1463) 35/TAKE-OFF	FENCE	543936.15N 0061342.08W	207 FT	7 FT	No	-
(EGAA1249) 07/APPROACH	BUSH	543902.51N 0061411.03W	218 FT	17 FT	No	-
(EGAA1179) 25/TAKE-OFF	BUSH	543900.56N 0061424.46W	215 FT	19 FT	No	-
(EGAA1147) 25/TAKE-OFF	TREE	543858.82N 0061428.03W	224 FT	27 FT	No	-
(EGAA1101) 07/APPROACH	TREE	543855.97N 0061433.55W	245 FT	52 FT	No	-
(EGAA1641) 35/APPROACH 17/ TAKE-OFF	LLZ	543828.12N 0061308.32W	272 FT	10 FT	Yes Solid Red	-
(EGAA1609) 35/APPROACH 17/ TAKE-OFF	CCTV	543823.89N 0061311.05W	277 FT	14 FT	No	-
(EGAA1602) 35/APPROACH	TELEGRAPH POLE	543813.39N 0061313.82W	311 FT	49 FT	No	-
(EGAA1785) 35/APPROACH	TREE	543809.35N 0061243.46W	350 FT	49 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGAA2168)	MAST	544605.04N 0061026.78W	1038 FT	49 FT	Yes Solid Red	-
(EGAA2248)	PYLON	544556.27N 0060741.28W	906 FT	85 FT	No	-
(EGAA2209)	TREE	544040.06N 0060938.71W	413 FT	57 FT	No	-
(EGAA2186)	TREE	544014.03N 0061008.80W	369 FT	83 FT	No	-
(EGAA2267)	TREES	543957.09N 0060718.18W	493 FT	57 FT	No	-
(EGAA2287)	TREES	543950.93N 0060643.53W	571 FT	66 FT	No	-
(EGAA2382)	BUSH	543946.33N 0060159.59W	935 FT	22 FT	No	-
(EGAA2163)	TREES	543905.59N 0061057.57W	454 FT	60 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGAA1337)	HANGAR	543903.37N 0061400.72W	263 FT	55 FT	Yes Solid Red	-
(EGAA1368)	HANGAR	543903.35N 0061358.74W	264 FT	55 FT	Yes Solid Red	-
(EGAA1599)	HANGAR	543854.01N 0061312.79W	295 FT	43 FT	Yes Solid Red	-
(EGAA2406)	GROUND LEVEL	543853.30N 0060029.57W	1135 FT	-	No	-
(EGAA1522)	HANGAR	543846.96N 0061330.53W	282 FT	41 FT	Yes Solid Red	-
(EGAA2409)	WIND	543818.53N 0060026.27W	1203 FT	148 FT	Yes Solid Red	-
(EGAA1870)	TREE	543816.90N 0061213.51W	433 FT	72 FT	No	-
(EGAA2317)	PYLON	543815.93N 0060508.37W	726 FT	189 FT	No	-
(EGAA2355)	WIND TURBINE	543753.96N 0060349.55W	827 FT	105 FT	No	-
(EGAA2386)	WIND	543744.34N 0060154.32W	1103 FT	164 FT	Yes Solid Red	-
(EGAA2277)	WIND TURBINE	543724.53N 0060702.43W	663 FT	236 FT	No	-
(EGAA2377)	WIND TURBINE	543701.68N 0060230.73W	1203 FT	154 FT	No	-
(EGAA2176)	TREES	543649.91N 0061037.76W	419 FT	58 FT	No	-
(EGAA2331)	TREE	543642.33N 0060446.55W	837 FT	59 FT	No	-
(EGAA2238)	TREES	543635.23N 0060843.06W	627 FT	228 FT	No	-
(EGAA2359)	TELEGRAPH POLE	543605.37N 0060343.51W	1039 FT	23 FT	No	-
(EGAA2299)	GROUND LEVEL	543558.08N 0060617.62W	860 FT	-	No	-
(EGAA2262)	MAST	543555.47N 0060738.86W	783 FT	192 FT	No	-
(EGAA2379)	WIND	543546.08N 0060226.23W	1093 FT	164 FT	Yes Solid Red	-
(EGAA2354)	TREE	543518.42N 0060403.05W	1003 FT	39 FT	No	-
(EGAA2196)	TREES	543457.33N 0061012.60W	574 FT	58 FT	No	-
(EGAA2341)	WIND TURBINE	543453.00N 0060430.61W	955 FT	91 FT	No	-
(EGAA2292)	PYLON	543452.32N 0060648.68W	783 FT	164 FT	No	-
(EGAA2328)	WIND	543334.53N 0060458.70W	875 FT	164 FT	Yes Solid Red	-

EGAA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
35	Centre-line with one crossbar. Last approach light 92 M from displaced threshold. 522 M Light intensity high	Green Light intensity high With HI green wingbars	PAPI Left/3° 47 FT 357 M from displaced threshold	-	-	HI elev bi-directional with LI omni-directional component 60 M spacing. White, with last 10 each side Yellow caution zone. One Red each side before displaced threshold. Turning areas are marked with blue edge lights.	Runway end: Red Wingbars: Green	-	-

EGAA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 543918.14N 0061345.00W Lit solid red; 543936.97N 0061203.43W Lit solid red; 543909.66N 0061323.32W Not lit.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Yes. Using local sub-station / 1 second.
5	Remarks	Obstacle lighting.

EGAA AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGAA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BELFAST CTR A circle, 9 NM radius, centred at 543927N 0061257W	Upper limit: FL105 Lower limit: SFC	D	ALDERGROVE APPROACH English	6000 FT	-	To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
BELFAST ALDERGROVE ATZ A circle, 2.5 NM radius, centred at 543927N 0061257W on longest notified runway (07/25)	Upper limit: 2268 FT ALT Lower limit: SFC	D	ALDERGROVE APPROACH English	6000 FT	H24	ATZ 2000 FT AAL.

EGAA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	ALDERGROVE APPROACH	133.130 DOC 60 NM/ 24,500 FT.	-	-	H24	-
TWR	ALDERGROVE GROUND	121.755 DOC 2 NM/GND	-	-	As directed by ATC	When notified by ATIS, Radar and Tower will be provided as a combined function on channel 133.130, Callsign 'Aldergrove'.
	ALDERGROVE TOWER	118.305 DOC 25 NM/4,000 FT.	-	-	H24	
RADAR	ALDERGROVE DIRECTOR	120.905 DOC 40 NM/ 19,500 FT.	-	-	0700-2200 (0600-2100)	-
ATIS	ALDERGROVE INFORMATION	126.130 DOC 60 NM/ 20,000 FT.	-	-	H24	-
OTHER	BELFAST FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	ALDERGROVE EMERGENCY	121.500 Emergency frequency.	-	-	O/R	-

EGAA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.18°W (2027)	IFT	110.900 MHz	HO	543827.99N 0061309.03W	-	(RWY 17)
ILS/GP	IFT	330.800 MHz	HO	543918.80N 0061344.61W	-	3° ILS Ref Datum Hgt 50 FT. Aircraft may experience glidepath fluctuations outside of 8 NM.
ILS/LOC III 1.19°W (2027)	IAG	109.900 MHz	HO	543903.17N 0061425.19W	-	(RWY 25)
ILS/GP	IAG	333.800 MHz	HO	543937.65N 0061201.41W	-	3° ILS Ref Datum Hgt 52 FT. Caution due to small fluctuations apparent between 8 NM and 5 NM.
VOR/DME 1.19°W (2027) 1.2°W (2024)	BEL	119X 117.200 MHz	H24 Hours of operation for aerodrome purposes: HO	543940.12N 0061347.66W	221 FT	VOR/DME DOC: 40 NM/50,000 FT (200 NM/50,000 FT in Sector R226-346). There may be VOR bearing fluctuations in Sectors R060-110 and R140-180.
DME	IAG	36X 109.900 MHz	HO	543937.65N 0061201.41W	278 FT	(RWY 25) DME freq paired with ILS I-AG. Zero range is indicated at THR of Runway 25. For use with ILS approaches only.
DME	IFT	46X 110.900 MHz	HO	543918.82N 0061344.60W	228 FT	(RWY 17) DME freq paired with ILS I-FT. Zero range is indicated at THR of Runway 17. For use with ILS approaches only.

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° 52 FT 314 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° 52 FT 317 M	-	Colour coded 15 M spacing Light intensity high	HI elevated bi-directional with LI omni-directional component	Red	-	-

EGAC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	LDI: 04: Right of 04 threshold (LGTD). 22: Near GP aerial (LGTD). Anemometer: 2x (LGTD) - 543654.99N 0055243.98W; 543723.69N 0055207.36W.
3	TWY edge and centre line lighting	CL: Green centre-line lighting on taxiway Alpha. Green/Amber colour coded lead on/off lighting at A1, A2 and A3 entry/exit points, spaced at 15 M on taxiway.
4	Secondary power supply/switch-over time	Yes/1 second
5	Remarks	Apron floodlighting.

EGAC AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGAC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BELFAST/CITY CTR 543121N 0060219W - 544431N 0054635W - 544048N 0053721W - 542739N 0055306W - 543121N 0060219W	Upper limit: 2000 FT ALT Lower limit: SFC	D	BELFAST APPROACH English	6000 FT	-	To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
BELFAST/CITY ATZ A circle, 2 NM radius, centred at 543705N 0055221W on longest notified runway (04/ 22)	Upper limit: 2015 FT ALT Lower limit: SFC	D G	BELFAST APPROACH English	6000 FT	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 032°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 032°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 032°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

Approach from	Via	Route
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 (Below FL 75)	04	Right turn - DCT - RINGA
		22	Left turn - DCT - RINGA
	L10/Q39 (FL 75 and above)	04	Right turn - DCT - RINGA
		22	Left turn - DCT - RINGA
	L15/L603/Q38 (FL 75 and above)	04	Right turn - DCT - PEPOD
		22	Left turn - DCT - PEPOD
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

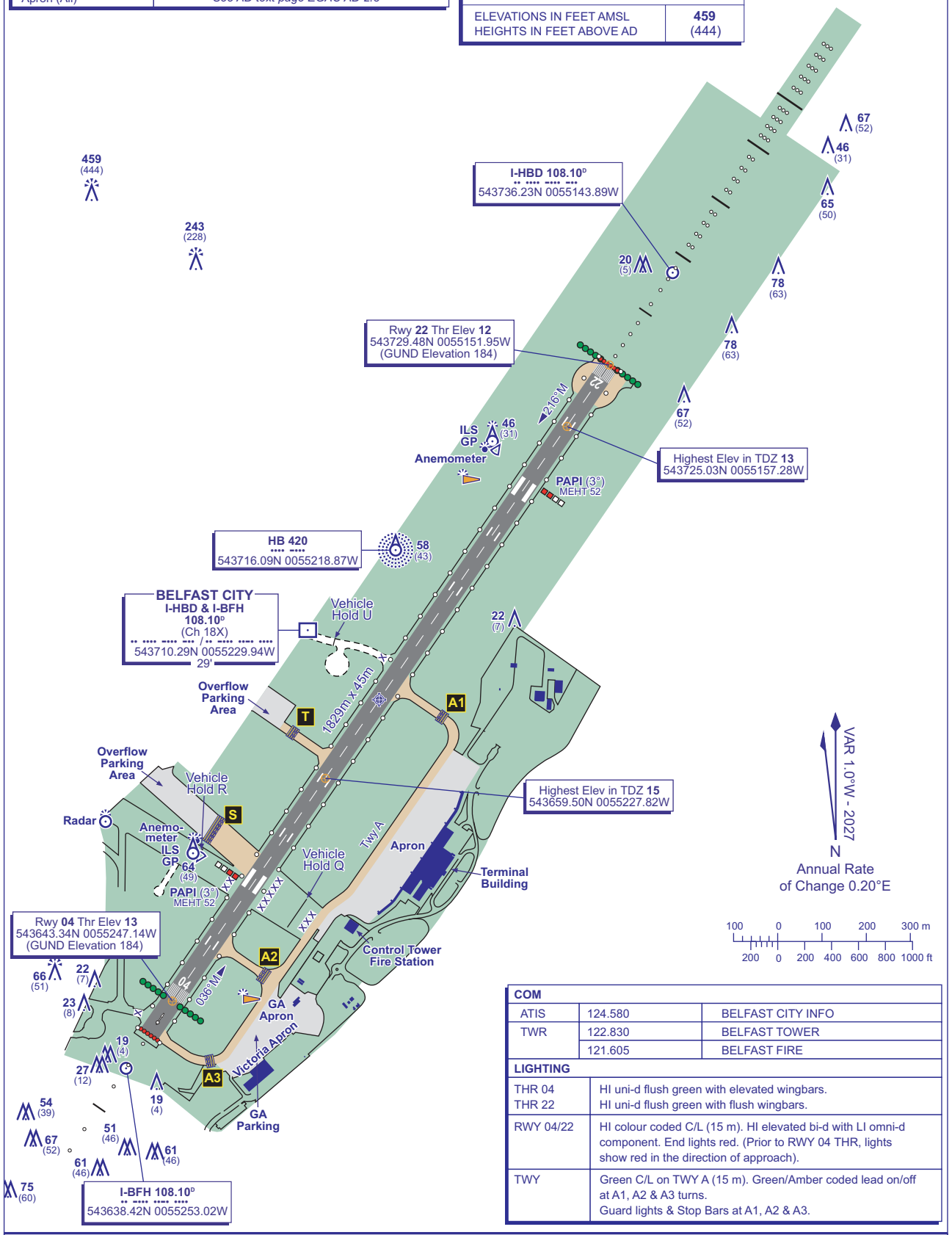
BELFAST CITY
EGAC

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	**459**
HEIGHTS IN FEET ABOVE AD	(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 (13/26): PAPI 04 LOCATION. PAPI 04 & 22 MEHT. RADAR LIT.

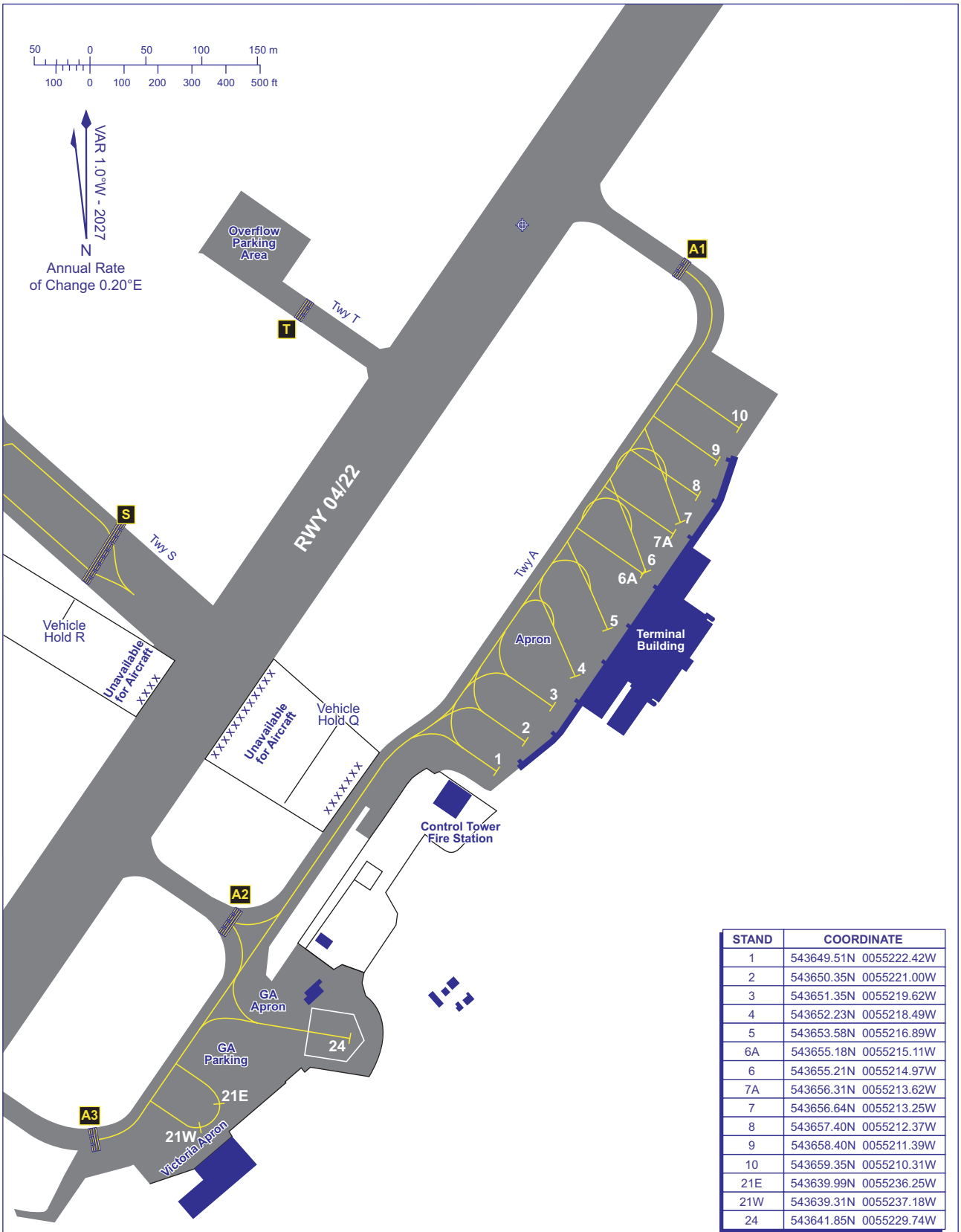
AERO INFO DATE 15 OCT 26

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

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

INTENTIONALLY BLANK

EGPL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BENBECULA ATZ A circle, 2 NM radius, centred at 572850N 0072150W on longest notified runway (06/ 24)	Upper limit: 2019 FT ALT Lower limit: SFC	G	BENBECULA APPROACH English	3000 FT	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.

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

EGKB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EGKB AD 2.10 AERODROME OBSTACLES

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.

EGKB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EGKB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

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

EGKB AD 2.13 DECLARED DISTANCES

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

EGKB AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGKB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGKB AD 2.16 HELICOPTER LANDING AREA

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

EGKB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

EGKB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BIGGIN	134.805 DOC 25 NM/4,000 FT.	-	-	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	Pilots of inbound IFR flights requiring a Deconfliction Service or Traffic Service are to contact Thames Director on 128.025 MHz. Pilots of all VFR flights or inbound IFR flights NOT requiring a surveillance service are to contact Biggin Approach. VDF 511928.99N 0000150.59E Warning - Pilots must not enter the Biggin Hill ATZ during notified hours without prior permission.
TWR	BIGGIN	134.805 DOC 25 NM/4,000 FT.	-	-	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	VDF 511928.99N 0000150.59E
	BIGGIN GROUND	121.630 DOC 5 NM/100 FT.	-	-	When directed by ATC; Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	
ATIS	BIGGIN INFORMATION	135.680 DOC 60 NM/ 20,000 FT.	-	-	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	Weather Broadcast on ATIS
OTHER	BIGGIN FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGKB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

EGKB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Not available to aircraft unable to communicate with ATC.
b) Aerobatic manoeuvres and low flypasts are prohibited unless prior approval has been given by the aerodrome operator.
c) Microlight flying is prohibited at this airport.
d) Prior to use of this aerodrome, the terms and conditions are to be obtained from the aerodrome operator.
e) All international flights must provide a completed GAR (General Aviation Report) prior to arrival.
f) Biggin Hill Airport is PPR for all aircraft movements. PPR can be obtained directly by use of the booking form at www.bigginhillairport.com (General Aviation Tab) or at www.Bigginbooking.com. The booking form should be submitted a minimum of 30 minutes prior to ETD or ETA. The filing of a Flight Plan (FPL) complies with the requirement to obtain PPR.

g) All personnel must wear hi-visibility personal protective equipment whilst operating on the aprons.
h) Biggin Hill Airport does not permit cost sharing flights advertised through online “flight sharing” platforms. Flights suspected to be operated under this premise may be subject to operational restrictions and are expressly prohibited by the airport authority.
i) Winter Operations - Biggin Hill Airport adheres to a clean aircraft policy with regards to de-icing/anti-icing of aircraft.
j) Drone (UAV) operators requesting to operate within the Biggin Hill FRZ must gain permission through the Biggin Hill Airport Drone Authorisation portal: https://bigginhillairport.com/community/noise/drones/.

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The only visual signals are light signals.
b) Biggin Hill is located on the North Downs with an aerodrome elevation of 584 FT AMSL and is often subjected to strong winds. Consequently, aircraft are likely to experience turbulence and windshear on landing and take-off on all runways.
c) Pilots of departing aircraft are warned of the presence of other aircraft joining the visual circuit from the ‘Deadside’. The joining aircraft will fly across the mid point of the runway in use at altitude of 1584 FT (1000 FT AAL) at 90° to the runway heading before turning left/ right onto the downwind leg. Pilots of high performance fast climbing aircraft should be particularly alert.
d) Obstacle marking and lighting: Control Tower, VDF Antenna, VOR/DME site, hangars and anemometer east of Runway 03 threshold. ILS glidepath and localizer sites, anemometer mast and Northern Terminal Hangar.
e) Aircraft under tow at night may not be displaying nav/anti-collision lights.
f) Sections of Taxiway Foxtrot exceed the maximum longitudinal slope requirements and therefore the sight distance requirements as per CAP 168, Chapter 3.
g) A section of the taxiway graded area to the north of Taxiway Foxtrot has an up slope of 5.8%.

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

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

7 TRAINING

a) Use of the aerodrome for training is subject to the following:

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

EGKB AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the area surrounding the airport.
b) Only those aircraft meeting ICAO Chapter 3 criteria or better will be accepted. Contact Flight Operations on +44 (0)1959-578500.
c) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft.

d) Due to the close proximity of residential areas, ground running of engines or Auxiliary Power Units (APU) shall be kept to a minimum consistent with operational requirements. At no time shall APUs be run for more than 30 minutes without Aerodrome Operator consent.
e) The use of the Noise Preferential Routings is supplementary to the noise abatement take-off techniques published by specific aircraft manufacturers.
f) The Noise Preferential Routings may at any time be departed from as necessary for safety reasons.

2 NOISE ABATEMENT PROCEDURES - IFR DEPARTURES

a) **Runway 21/03 IFR Departures**

i. London Biggin Hill Airport is located close to densely populated and largely residential areas. In order to support operating hours that include night time aircraft operations, compliance with NPRs is required and is enforced by a Noise Monitoring and Track Keeping System (NMTKS).
ii. Aircraft failing to comply with NPRs and/or noise limits may be subject to additional charges as set out in the London Biggin Hill Airport Schedule of Fees and Charges. As with other London airports, frequent or repeated noise and/or track violations may result in a permanent exclusion from the airport.
iii. Calibrated Noise Monitors are located approximately 1 KM from the threshold of each runway and lie directly under the approach and departure path. Additionally, a mobile noise monitor may be positioned anywhere from time to time deemed appropriate by the airport operator. Nominal departure track limits are programmed into the NMTKS along with minimum heights set at two points in the standard departure route.

b) **Runway 21 Departures**

i. On departure speed should be restricted to V2+25 KIAS and in any case no more than 185 KIAS, in accordance with the Standard Departure Route (SDR), until passing over BIG eastbound in order to achieve the best practical angle of climb whilst keeping thrust to the minimum required for an expeditious departure.
ii. Following rotation, runway track should be maintained accurately.
iii. On crossing the upwind end of Runway 21, an immediate right turn should be commenced to track 219° M in order to avoid residential housing located at Norheads Farm. In accordance with the SDR, a right turn should be commenced promptly at BIG 1 DME in order to route back over the airfield on track towards DET. Speed in excess of 185 KIAS will result in a radius of turn which exceeds the designated track limits and may therefore result in a track violation. In strong south/southwesterly winds, particular attention should be given to radius of turn.
iv. In order to safely maintain the relatively low speed mandated by this procedure and dependent upon aircraft type, consideration should be given to delaying flap retraction until passing BIG outbound at or above 2100 FT AMSL in order to ensure a sufficiently tight radius of turn is achievable.
v. The procedure is designed to prevent unnecessary overflight of the built up areas lying to the north of the airport. Pilots should pay particular attention to avoiding overflight of these areas. Achieving the correct radius of turn is therefore essential.
vi. Additionally, an altitude limit violation will occur if the noise monitor at Norheads Farm is overflown below 1000 FT AMSL (400 FT AAL) or the BIG is overflown below 2100 FT AMSL.

c) **Runway 03 Departures**

i. On departure speed should be restricted to V2+25 KIAS and in any case no more than 185 KIAS until at or above 2100 FT AMSL in order to achieve the best practical angle of climb whilst keeping thrust to the minimum required whilst at low level.
ii. Following rotation, runway track should be maintained accurately. Upon reaching BIG 1 DME aircraft should commence an immediate right turn to DET in accordance with the Standard Departure Route (SDR).
iii. In order to safely maintain the relatively low speeds required by this procedure and dependent upon aircraft type, consideration should be given to delaying flap retraction until at or above 2100 FT AMSL in order to ensure a sufficiently tight radius of turn is achieved.
iv. The procedure is designed to prevent unnecessary overflight of the built up areas lying to the north of the airport. Pilots should pay particular attention to avoiding overflight of these areas. Excessive speed on departure or a failure to commence a right turn immediately upon reaching BIG 1 DME will likely result in a track violation.
v. Additionally, a limit violation will occur if the noise monitor at Milking Lane Farm is overflown below 1000 FT AMSL (400 FT AAL) or 2100 FT AMSL is not achieved after 5 track miles.

d) **General Exclusion**

Pilots should note that none of these provisions will apply in any emergency. Commanders must place the safety of their aircraft ahead of published NPR requirements.

3 VFR NOISE ABATEMENT PROCEDURES

a) All VFR Noise Departure Turns are based from the ARP (Lat: 511951N Long: 0000157E).
b) London Biggin Hill Airport is located close to densely populated and largely residential areas. In order to support extended operating hours that include night time aircraft operations, compliance with NPRs is required and is enforced by a Noise Monitoring and Track Keeping System (NMTKS).
c) Aircraft failing to comply with NPRs and/or noise limits may be subject to additional charges as set out in the London Biggin Hill Airport Schedule of Fees and Charges. As with other London airports, frequent or repeated noise and/or track violations may result in a permanent exclusion from the airport.
d) Calibrated Noise Monitors are located approximately 1 KM from the threshold of each runway and lie directly under the approach and departure path. Additionally, a mobile noise monitor may be positioned anywhere from time to time deemed appropriate by the airport operator. Noise Sensitive Areas (NSAs) over Keston, Downe, Farnborough and Orpington are programmed into the NMTKS along with minimum heights set at each noise monitor.

e) **Runway 21 Departures**

i. All aircraft departing Runway 21 VFR are required to turn right, after passing the aerodrome boundary, to make good a track of 219° magnetic:

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

f) **Runway 03 Departures**

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

1. Single Engined Piston Aircraft departing to the west via Kenley to make a left turn at 1 NM en-route to leave the ATZ;
2. Jet, Turbo-Prop and Twin-Engine Aircraft departing to the west via Kenley to turn Left not before 1 NM en-route to leave the ATZ;
3. Aircraft departing east or southeast via Sevenoaks or northeast via Swanley, to turn Right at 1 NM to leave the ATZ en-route. CAUTION – there may be numerous VFR aircraft joining from the east;
4. If safe to do so, aircraft departing to the north, continue en-route but avoiding overflight of the Noise Sensitive Areas of Orpington and Chelsfield. Expect an early frequency change to the next agency, due to the close proximity of London Heathrow and London City CTAs;
5. If safe to do so, all pilots must in all cases avoid overflight of the residential areas to the north and east especially Keston, Farnborough, Orpington and Downe.

g) **Visual Circuits**

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

h) **Noise Sensitive Areas**

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

EGKB AD 2.22 FLIGHT PROCEDURES

1 CIRCUIT PROCEDURES

a) Aircraft taking off, 'going around' or making 'touch and go' landings are to remain at or below 500 FT QFE until the upwind end of the runway in use has been passed, when a left or right turn (as appropriate) should be initiated. Aircraft joining the circuit for landing are to fly across the mid-point of the runway in use at 1000 FT QFE at 90° to the runway heading, a left or right turn (as appropriate) should be made onto the downwind leg.
b) Variable circuits - LH on Runway 03, RH on Runway 21. Circuit heights are 1000 FT QFE (1600 FT QNH) at all times.

2 STANDARD DEPARTURE ROUTES - VIA ATS ROUTE NETWORK

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

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

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

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

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

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

3 OUTBOUND IFR TRAFFIC OUTSIDE CONTROLLED AIRSPACE

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

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

Note 2: *IFR Training Flights intending to utilize the services of 'Thames Director' are to obtain prior approval from Biggin Hill ATC, Tel: 01959-578525.*

4 PROCEDURES FOR INBOUND AIRCRAFT

a) **Standard Arrival Routes Biggin Hill**

i. The standard routes for inbound aircraft are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGLC-7-STAR Charts (and associated database coding tables).

b) **RNAV1 IFR Arrivals from the ATS En-Route Structure via JACKO or GODLU**

i. Runway 21: Aircraft and crews equipped and approved for RNAV1 operations can expect to be cleared to fly the RNAV1 Transition for Runway 21 as detailed in AD 2-EGKB-7-1 (and its associated data base coding table) and then complete an appropriate approach procedure for Runway 21.

ii. Runway 03: Aircraft and crews equipped and approved for RNAV1 operations can expect to be cleared to fly the RNAV1 Transition for Runway 21 as detailed in AD 2-EGKB-7-1 (and its associated database coding table) followed by an instrument approach to Runway 21 and then circle to land on Runway 03 – this is subject to ATC clearance, weather minima and traffic conditions. Please note Visual Manoeuvring (Circling) is conducted west of the aerodrome.

c) **Non-RNAV1 IFR Arrivals from the ATS En-Route Structure via JACKO or GODLU**

i. After passing JACKO or GODLU, non-RNAV1 arrivals will be vectored by ATC for arrival at Biggin Hill prior to transfer to Biggin Hill for the appropriate approach procedure. In the event of RCF the procedures detailed in EGKB AD 2.22 paragraph 6 are to be followed.

5 VFR/IFR FLIGHTS

a) **Traffic Services Outside Controlled Airspace**

i. VFR arrivals, departures and overflights:

Pilots should state the type of service required. If no specific service is requested by the pilot, these flights will be provided with a Basic Service by default.

ii. IFR arrivals following an Instrument Approach and departures via Standard Departure Routes:

Unless otherwise requested by the pilot, these flights will be provided with a Procedural Service by default.

iii. IFR arrivals and departures:

Pilots of inbound flights intending to commence a visual approach and departing flights on routes other than standard departure routes should state the type of service required. If no specific service is requested, a Basic Service will be provided.

iv. IFR overflights:

Pilots of these flights should state the type of service required (Basic Service or Procedural Service).

b) **VFR Arrival Procedures**

All inbound aircraft should comply with ATC instructions where possible.

i. VFR Arrivals from the East:

Pilots should make first contact with Biggin Approach no later than 5 NM from Biggin Hill. Unless ATC issue alternative joining instructions, all aircraft should route and report 3 NM due east of Biggin Hill Airport (*Note 1*) descending to circuit height of 1000 FT QFE (altitude 1600 FT QNH) (*Note 2*), route over the mid-point of Runway 21/03 and turn downwind left-hand or right-hand as required.

Note 1: *Due to Runway 03 departure procedures, pilots should at all times avoid routing towards the north-eastern section of the Biggin Hill ATZ. Pilots should not turn towards the Biggin Hill ATZ until south of VRP M25 Junction 4 (remaining at least 5 NM away from Biggin Hill) or as directed by Biggin Hill ATC.*

Note 2: *Pilots should arrange their flight to be level at circuit height no later than 3 NM from Biggin Hill unless there is conflicting traffic.* ***Caution****: aircraft leaving the Biggin Hill ATZ between altitude 2000-2400 FT QNH eastbound.*

ii. VFR Arrivals from the North, West and South:

Pilots should make first contact with Biggin Approach at the earliest opportunity, in all cases, no later than 5 NM from Biggin Hill Airport. All inbound aircraft shall route as directed by Biggin Hill ATC and be level at circuit height of 1000 FT QFE (altitude 1600 FT QNH) no later than 3 NM from Biggin Hill unless there is conflicting traffic.

Caution: Aircraft joining from the west should avoid overflying Kenley Gliding site.

c) Traffic Information is derived from pilots reports and Aerodrome Traffic Monitor (ATM) data.

6 RADIO COMMUNICATION FAILURE PROCEDURES

In the event of complete Radio Communication Failure (RCF) in an aircraft, the pilot is to adopt the appropriate procedure in ENR 1.1 paragraph 3.4 except where described below:

a) **Inbound RNAV 1 Aircraft via JACKO or GODLU**

i. **Via JACKO**

1. **RCF occurring prior to arrival at JACKO**. The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the JACKO hold, follow the routing JACKO – BABKU direct RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
2. **RCF occurring on the sequencing leg after JACKO**. Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE23, route RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
3. **RCF occurring having been cleared off the sequencing leg**. Squawk Mode A 7600. Fly direct to RAVSA – GAPGI – ATPEV – LCE07 – OSVEV complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.

ii. **Via GODLU**

1. **RCF occurring prior to arrival at GODLU**. The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the GODLU hold, follow the routing GODLU – ELMIV direct RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
2. **RCF occurring on the sequencing leg after GODLU**. Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE13, route RAVSA – GAPGI – ATPEV – LCE07 – OSVEV, complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.
3. **RCF occurring having been cleared off the sequencing leg**. Squawk Mode A 7600. Fly direct to RAVSA – GAPGI – ATPEV – LCE07 – OSVEV complying with the vertical profile shown on the chart, then route to ALKIN and continue in accordance with the standard procedures from ALKIN.

b) **Inbound Non-RNAV 1 Aircraft via JACKO or GODLU**

In the event of complete (RCF) in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1 paragraph 3.4.2.2.4 until reaching JACKO or GODLU. When ready to commence an arrival procedure, the pilot is to follow the procedure as detailed below.

i. **Via JACKO**.

Route via JACKO (FL 80) – TRIPO (6000 FT) – SPEAR (5000 FT) – ALKIN (3000 FT) and continue in accordance with the standard procedures from ALKIN.

ii. **Via GODLU**.

Route via GODLU (FL 100) – DET (4000 FT) – ALKIN (3000 FT) and continue in accordance with the standard procedures from ALKIN.

Note: *Due to the proximity of the London Control Zone aircraft shall not track further west than the BIG 350R, where the aircraft shall make a left turn direct to ALKIN and continue in accordance with the standard procedures from ALKIN.*

c) **Outbound Aircraft**

i. For the purposes of RCF, the climb to flight planned level should be commenced after the last position shown in the standard departure routes where an altitude or flight level is specified.

7 INSTRUMENT APPROACH PROCEDURES (IAP)

Instrument Approach Procedures for this aerodrome are established outside controlled airspace. See ENR 1.5.

8 VISUAL REFERENCE POINTS (VRP)

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

EGKB AD 2.23 ADDITIONAL INFORMATION

a) Mode S Barometric Pressure Setting Data

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

EGKB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGKB-2-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGKB-5-1
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 21 OSVEV 1G 1J - ICAO
AD 2.EGKB-7-1
APPROACH TRANSITIONS CODING TABLES - RWY 21 OSVEV 1G 1J
AD 2.EGKB-7-2
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 21 (CAT A,B,C) - ICAO
AD 2.EGKB-8-1
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 21 (CAT A,B,C) - ICAO
AD 2.EGKB-8-2
INSTRUMENT APPROACH CHART VOR/DME RWY 21 (CAT A,B,C) - ICAO
AD 2.EGKB-8-3

EGKB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(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.

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

EGBB AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGBB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGBB AD 2.16 HELICOPTER LANDING AREA

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

EGBB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

EGBB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

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.

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 164° to 4 DME I-BIR
	Unable RNAV	At 2 DME I-BIR track 164° 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 164° to 2 DME HON
	Unable RNAV	Track 164° 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.

EGLK — BLACKBUSHE

EGLK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLK — BLACKBUSHE

EGLK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EGLK AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-2200 (0600-2100).
2	Customs and immigration	UK GAR (General Aviation Report) required prior to international arrivals and departures. Flights within the UK Common Travel Area require 12 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	0800-1800 (0700-1700), and by arrangement at other times.
9	Handling	As AD hours
10	Security	-
11	De-icing	As AD hours
12	Remarks	This aerodrome is strictly PPR by website (www.blackbushe.com/ppr) or by telephone for all movements.

EGLK AD 2.4 HANDLING SERVICES AND FACILITIES

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

EGLK AD 2.5 PASSENGER FACILITIES

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

EGLK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGLK AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

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

		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

INTENTIONALLY BLANK

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. Aircraft may be operating within the ATZ when AD and ATS are closed. 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.	-	-	0700-2200 (0600-2100).	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

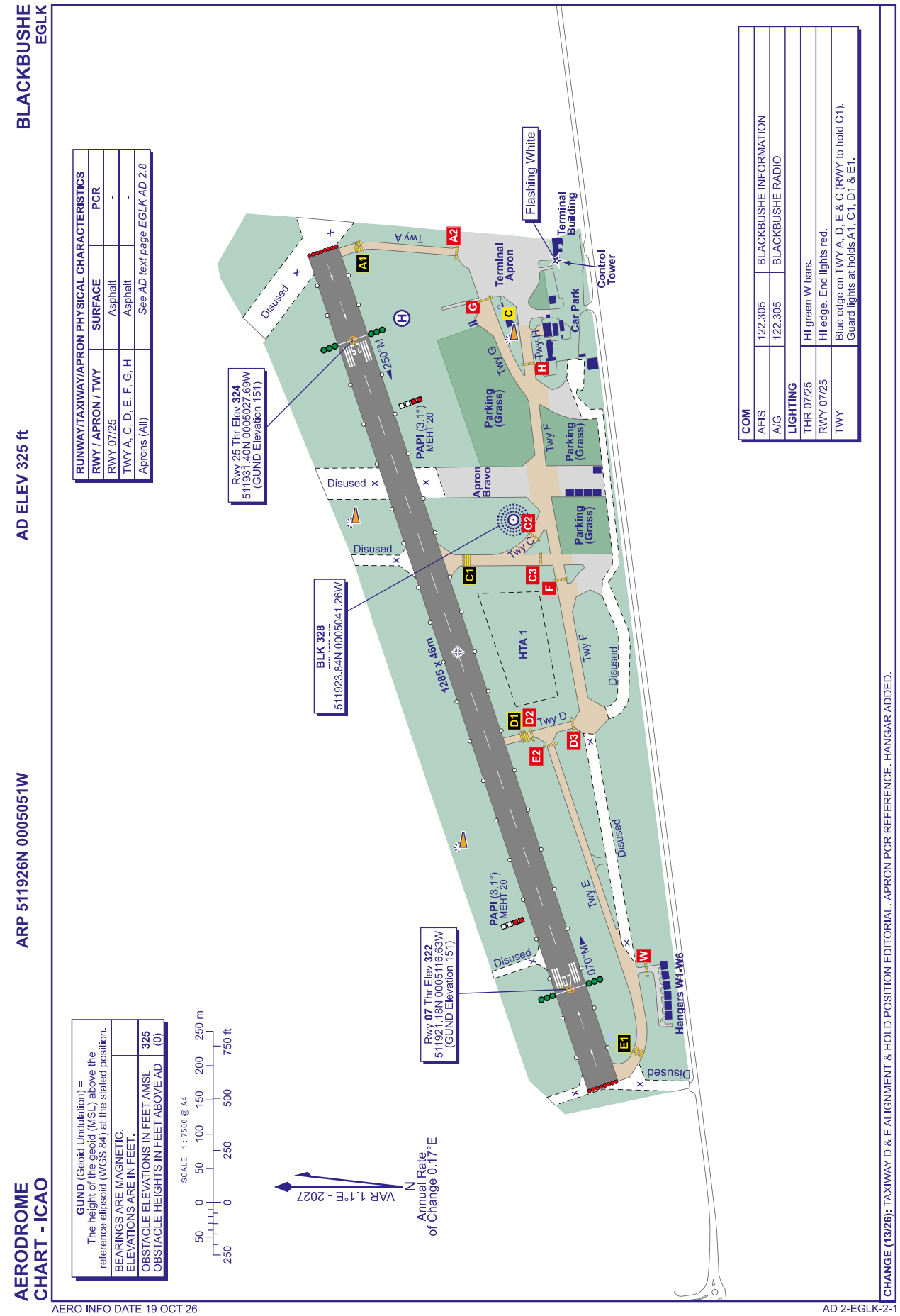
a) When the RVR at Blackbushe is reported as 1500 M or less, Low Visibility Safeguarding will be implemented. The aerodrome will be unavailable to fixed wing VFR traffic.

BLACKBUSHE EGLK

AERODROME CHART - ICAO

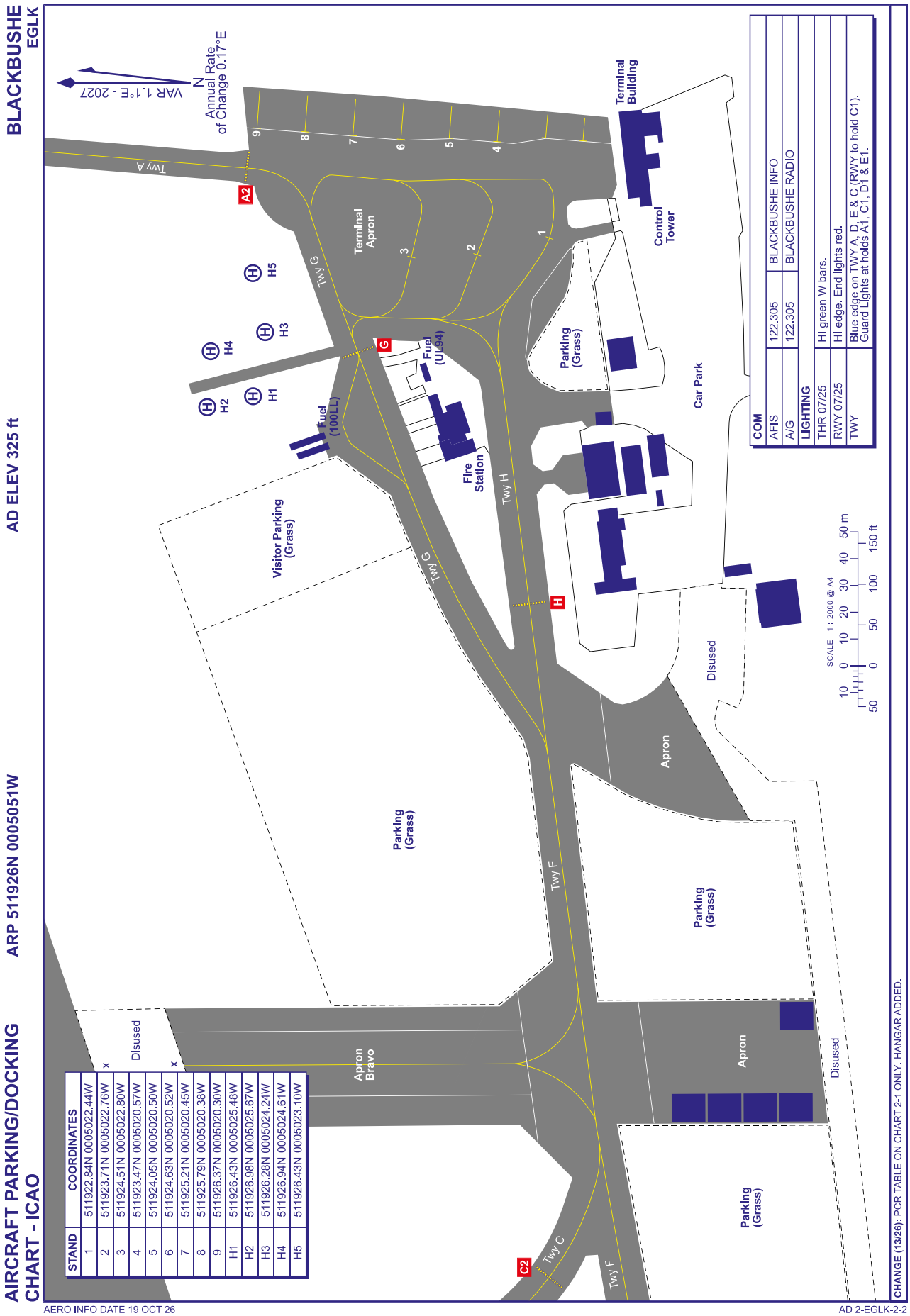
AD ELEV 325 ft

ARP 511926N 0005051W



AERO INFO DATE 19 OCT 26

AD 2-EGLK-2-1



STAND	COORDINATES
1	511922.84N 0005022.44W
2	511923.71N 0005022.76W
3	511924.51N 0005022.80W
4	511923.47N 0005020.57W
5	511924.05N 0005020.50W
6	511924.63N 0005020.52W
7	511925.21N 0005020.45W
8	511925.79N 0005020.38W
9	511926.37N 0005020.30W
H1	511926.43N 0005025.48W
H2	511926.98N 0005025.67W
H3	511926.28N 0005024.24W
H4	511926.94N 0005024.61W
H5	511926.43N 0005023.10W

		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

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.

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)
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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EGHH — BOURNEMOUTH

EGHH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHH — BOURNEMOUTH

EGHH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 504648N Long: 0015033W Mid point of Runway 08/26.
2	Direction and distance from city	3.5 NM NNE of Bournemouth.
3	Elevation / Reference temperature / Mean Low Temperature	38 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	155 FT
5	Magnetic Variation / Annual Change	0.83°E (2027) / 0.17°E
6	AD Administration Address Telephone Web address	BOURNEMOUTH INTERNATIONAL AIRPORT LTD. Bournemouth International Airport, Christchurch, Dorset BH23 6SE. 01202-364170 (Airport Duty Manager) www.bournemouthairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGHH AD 2.3 OPERATIONAL HOURS

1	AD Administration	Operating hours 0615-0100 (0515-0000). Refer to AD 2.20 item 1.
2	Customs and immigration	As AD hours.
3	Health and sanitation	As AD hours.
4	AIS Briefing Office	Not available.
5	ATS Reporting Office (ARO)	Not available.
6	MET Briefing Office	Not available.
7	ATS	As AD hours. See also AD 2.18. See also AD 2.20 para 4 Warnings.
8	Fuelling	0615-0100 (0515-0000) by arrangement with Bournemouth Airport Fuelling: Email: fuel@bournemouthairport.com Tel: 01202-364217 Fax: 01202-364219 Out of Hours by prior arrangement – subject to out of hours fees per hour or part thereof.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours.
12	Remarks	Operators requiring aerodrome services between 2130 – 0100 (2030-0000) will be subject to additional charges. Such movements will incur fees in accordance with the current Bournemouth Airport Schedule of Charges and Terms of Use. Refer to AD 2.20 item 1.

EGHH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. By prior arrangement through Bournemouth Airport Handling. Nearest railway siding, Christchurch 3 NM.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	Mobile bowser supply of AVTUR JET A-1 / AVGAS 100LL on request with Bournemouth Airport Fuelling.
4	De-icing facilities	Available by arrangement through appointed handling agents, Bournemouth Airport Handling or XLR Jet Centre.
5	Hangar space for visiting aircraft	Available by prior arrangement only.
6	Repair facilities for visiting aircraft	Full up to 5700 KG AUW.

7	Remarks	All aircraft that use the Eastern or Western aprons and/or the terminal facilities are required to be handled by an approved handling agent. The airports approved handling agents are: Bournemouth Airport Handling (Charter/Scheduled): Tel: 01202-364252; Email: infodesk@bournemouthairport.com XLR Jet Centre. (Executive): Tel: 01202-364401; Email: jetcentre@xlrbournemouth.com Bliss Aviation Handling Ltd (General Aviation): Tel: 01202-590888; Email: info@blissaviation.com

EGHH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel 1 mile.
2	Restaurants	Cafeteria, Restaurant, Buffet and Bar.
3	Transportation	Bus service; Taxis; Nearest railway station, Christchurch 3 NM.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	-
6	Tourist Office	Terminal Building.
7	Remarks	-

EGHH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	Promulgated Category A7: 0615-0100 (0515-0000). Outside of promulgated HR, the RFF category provided will be as required for the specific aircraft type. RFF Category 8 provided with RFF Category 7 under remission. Category 9 available on request and by prior arrangement, minimum 24 HR notice required.
2	Rescue equipment	As detailed for Category 9.
3	Capability for removal of disabled aircraft	10,000 KG MTWA. Contact OPS Tel: 01202-364155. The registered owner or aircraft operator retains complete responsibility for the removal of the disabled aircraft. All aircraft operators at BOH are required to have aircraft recovery plans.
4	Remarks	-

EGHH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard, See AD 1.2.2.
3	Remarks	Braking action assessment by pilot report. Latest information from ATC, Tel: 01202-364150.

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

1	Apron surface and strength	NORTH APRON Surface: . Stands 21-23: Concrete Stand 25: Asphalt. Stands 21-23: PCR 700/R/A/X/U Stand 25: PCR 625/F/A/X/U SOUTH APRON Surface: Concrete and asphalt Stands 1-6 and 10-11: PCR 858/R/B/X/U Stand 3R: PCR 657/F/B/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 16 M Surface: Asphalt PCR 434/F/B/X/U

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHH2519)	TREE	504823.52N 0014927.10W	198 FT	85 FT	No	-
(EGHH3491)	TREE	504814.24N 0014413.33W	330 FT	99 FT	No	-
(EGHH1128)	PYLON	504802.36N 0015434.46W	266 FT	156 FT	No	-
(EGHH1181)	TREE	504650.05N 0015329.95W	192 FT	147 FT	No	-
(EGHH1213)	TREE	504537.53N 0015320.49W	193 FT	81 FT	No	-
(EGHH3430)	MAST	504534.77N 0014756.76W	293 FT	156 FT	No	-
(EGHH1055)	MAST	504525.45N 0015620.12W	362 FT	159 FT	No	-
(EGHH1467)	CHURCH	504455.28N 0015138.68W	204 FT	108 FT	No	-
(EGHH1147)	TREE	504449.65N 0015359.67W	241 FT	129 FT	No	-
(EGHH1037)	MAST	504447.02N 0015650.00W	366 FT	212 FT	No	-
(EGHH1204)	TREE	504439.27N 0015325.71W	240 FT	137 FT	No	-
(EGHH1143)	MAST	504358.40N 0015406.39W	297 FT	180 FT	No	-

EGHH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EGHH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
08	075.31°	2272 x 46 M	RWY surface: Concrete and asphalt PCR 625/F/A/X/U	504642.47N 0015107.76W 154.7 FT	THR 37.8 FT TDZ 38.2 FT	RWY 08 0.1% down RWY 26 0.1% up
26	255.33°	2272 x 46 M	RWY surface: Concrete and asphalt PCR 625/F/A/X/U	504657.57N 0014936.88W 154.5 FT	THR 31.0 FT TDZ 35.2 FT	RWY 08 0.1% down RWY 26 0.1% up

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
26X	255.33°	2272 x 46 M	RWY surface: Concrete and asphalt PCR 625/F/A/X/U	504657.56N 0014936.97W -	THR 31.0 FT -	-

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

EGHH AD 2.13 DECLARED DISTANCES

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

EGHH AD 2.14 APPROACH AND RUNWAY LIGHTING

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

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

EGHH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGHH AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGHH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BOURNEMOUTH CTR 505312N 0014301W thence clockwise by the arc of a circle radius 8 NM centred on 504648N 0015033W to 504441N 0013824W - 504111N 0015930W thence clockwise by the arc of a circle radius 8 NM centred on 504648N 0015033W to 505003N 0020205W - 505312N 0014301W	Upper limit: 2000 FT ALT Lower limit: SFC	D	BOURNEMOUTH APPROACH English	6000 FT	-	Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 FT.
BOURNEMOUTH ATZ A circle, 2.5 NM radius, centred at 504648N 0015033W on longest notified runway (08/26)	Upper limit: 2038 FT ALT Lower limit: SFC	D	BOURNEMOUTH APPROACH English	6000 FT	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	504641.24N 0015050.10W	-	3° ILS Ref Datum Hgt 53 FT. Localizer and DME coverage is restricted to 25 NM at +/- 10 degrees (standard) and 13 NM at +/- 35 degrees (non-standard) of the extended runway centreline.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.82°E (2027)	IBH	110.500 MHz	HO	504638.14N 0015133.75W	-	(RWY 26) Localiser restricted to +/- 20˚off extended runway centreline out to 17NM and +/- 5˚off extended runway centreline out to 25NM.
ILS/GP	IBH	329.600 MHz	HO	504659.98N 0014952.63W	-	3° ILS Ref Datum Hgt 51 FT. Pilots may not experience full fly-up indication when below the Glidepath, outside of 6° right of centreline.
VOR/DME 0.98°E (2027) 0.8°E (2024)	SAM	80Y 113.350 MHz	H24 Hours of operation for aerodrome purposes: HO	505718.90N 0012042.20W	64 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034). DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314). On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT.
DME	IBH	42X 110.500 MHz	HO	504655.73N 0015027.85W	51 FT	(RWY 26) On AD. Freq paired with ILS I-BH and I-BMH. Zero range is indicated at THR of Runway 26 and 0.1 NM before crossing THR of Runway 08. DOC 25 NM/10,000 FT.
DME	IBMH	42X 110.500 MHz	HO	504655.73N 0015027.85W	51 FT	(RWY 08) On AD. Freq paired with ILS I-BH and I-BMH. Zero range is indicated at THR of Runway 26 and 0.1 NM before crossing THR of Runway 08. DOC 25 NM/10,000 FT.
NDB (L) 0.83°E (2027)	BIA	339.000 kHz	H24	504639.61N 0015032.95W	-	On AD. Range 20 NM.

EGHH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) PPR for all aircraft (see paragraphs b and c). All out-of-hours movements are subject to prior approval (PPR) and confirmation of service availability contact the Airport Duty Manager on 01202-364170. Operators are advised to consult the latest Schedule of Charges prior to operation. The Schedule is available on request or via the Bournemouth Airport website.

   i. All flights, except General Aviation and Military flights, are subject to the prior approval of the Airport Authority, Bournemouth Airport Ltd and prior notification to Airport Coordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850; Fax: +44 (0)161-493 1853; or at all other times to the Aerodrome Duty Manager +44 (0)1202-364170. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/.

b) All visiting commercial and executive aircraft are subject to compulsory handling by either Bournemouth Airport Handling or XLR Jet Centre (see AD 2.4). Flights intending to operate outside the notified operating hours, are subject to prior approval from the Airport Authority. Operators where possible should provide at least 24 hours notice. Bournemouth Airport is unable to guarantee any requests outside of promulgated AD hours.
c) All visiting General Aviation aircraft are strictly subject to PPR and compulsory handling. Pilots must obtain a PPR reference number prior to arrival from Bliss Aviation Handling Ltd (01202-590888) and indicate the purpose of the visit and parking requirements. They will be required to leave the pilot's name, address and contact number. Aircraft without a PPR number will not be permitted to land.
d) Non-radio aircraft are subject to approval by ATC only.
e) Flight planning facilities for General Aviation aircraft are available at Bliss Aviation Handling. Flight Plans are not accepted over the telephone.
f) Pilots must book out with Bliss Aviation Handling or ATC by telephone (01202-364150) prior to departure. Booking out on RTF is not permitted and pilots may face lengthy delays.
g) Landing fees are usually invoiced but can be paid either in person or by telephone through Bliss Aviation Handling Ltd only.

h) In order to comply with the CAA, HSE and Department for Transport regulations, all persons entering airside areas on foot, are required to wear high visibility clothing. All persons entering the Restricted Zone are required to be escorted at all times.
i) All visiting operators must be aware of, and comply with, the airport's Terms & Conditions; these are published with the Airport Fees and Charges, available via the "Airfield Information" link on the Bournemouth Airport Website.
j) Banner towing aircraft are not permitted.

2 GROUND MOVEMENT

a) Entrance to the east and west aprons from Taxiways Alpha and Bravo is restricted to aircraft with a wingspan not exceeding 60 M. Entrance to the east and west aprons via Taxiway Charlie, Delta or Golf from the north is restricted to aircraft with a wingspan not exceeding 41 M.
b) The following restrictions apply to the use of taxiways:

Taxiways, with the exception of Taxiways Romeo and Tango, are 16 M wide and not suitable for use by aircraft with wheelbase more than 18 M and/or wheelspan of 9 M. Taxiways Romeo and Tango are 23 M wide and suitable for use by most current civil aircraft. Taxiway Bravo is 23 M wide and suitable for aircraft up to category E. (Can only be used at the discretion of the Airport Authority when operationally required). That portion of taxiway between the north end of Taxiway Whiskey and the north end of Taxiway Tango is code B with a width of 19.5 M due to the proximity of the Fire Ground Training Area.

c) Due to multiplicity of parking areas, pilots of all outbound aircraft are to state their parked position on initial RTF contact with ATC.
d) Ground Engine running for maintenance/testing is only permitted in accordance with detailed Airport Operational Instructions. All ground running must be booked with ATC (Ext 150) and have the approval of the airport authority. Charges will be in accordance with the current scale of fees and charges airport publication.
e) Compass Swing procedures are permitted at the designated site only. Requests to carry out a Compass Swing must be approved by ATC. Charges will be in accordance with the current Scale of Fees and Charges Airport Publication.
f) Pilots using Taxiway Whiskey should be alert to the movement of vehicles between European Aviation, Hangar 103 and the remotely parked aircraft on Taxiway Tango. Vehicles may be operating on a 'free-flow' basis.

3 CAT II/IIIA OPERATIONS:

a) ATC Low Visibility Procedures (LVPs) will be initiated whenever the IRVR or meteorological visibility is 1000 M and is forecast to deteriorate or the cloud ceiling is 300 FT and forecast to deteriorate.
b) CAT II/IIIa operations apply whenever the IRVR is less than 600 M and/or the cloud ceiling is less than 200 FT. Only Runway 26 is available for CAT II/IIIa operations.
c) ATC will operate a block-to-block taxi system with only one aircraft allowed in each block. Due to these limitations the arrival rate cannot be greater than 12 aircraft per hour.
d) A ‘Follow-me’ vehicle may be used to escort all arriving and departing aircraft, between aprons and the runway holding points, depending on the prevailing visibility at the time, or if requested by the pilot.
e) The following runway entry/exit points will be closed: Alpha, Charlie, Delta, Echo, Juliet, Mike and November.
f) Runway centre-line spacing is 15 M.
g) During CAT II/IIIa operations, CAT III holding points are in use. Pilots may require to backtrack the Runway and must follow ATC instructions.

4 WARNINGS

a) Three roadways, delineated by white lines, exist between the East and West Apron areas. Pedestrian crossing of the Apron taxi lane is only permitted between the designated points. All pedestrians must wear high visibility clothing. No crossing is permitted when the red stoplights are on.
b) A roadway delineated by solid white lines exists across the taxiway in the vicinity of DRAKEN hangars. These routes are uncontrolled and not visible to ATC. The area is floodlit at night and warning signs are situated at the taxiway edge. Pilots are to exercise particular caution when traversing the area. During Low Visibility Procedures and at night, access is controlled by traffic lights.
c) Pilots are warned, when landing on Runway 26 in strong southwesterly wind conditions, of the possibility of building induced turbulence and/or windshear.
d) Hang-gliders and Paragliders are operating within parts of the Bournemouth CTR coastal area, known as area 'Southbourne' (between Sandbanks and Hengistbury Head) and area 'Barton' (between Hengistbury Head and Barton-on-Sea) not above an altitude of 1000 FT (Bournemouth QNH). When active, promulgated by ATIS.
e) AD may operate outside published operating hours for prearranged flights only.

5 HELICOPTER OPERATIONS

a) All Helicopters capable of ground taxiing will use the Runway for take-off and landing and the taxiways for taxiing. All other helicopters will hover taxi using the runway and taxiways and alight and depart as directed by ATC. Helicopters must avoid overflying parked aircraft.
b) Helicopter circuits operate north of Runway 26 and at a height of 700 FT AGL.

6 USE OF RUNWAYS

a) Use of higher TORA, ASDA and TODA figures for Runway 26, shown at AD 2.13 as Runway 26X, require that traffic lights on the public road immediately to the west of the aerodrome should be illuminated. Aircraft operators or pilots are to ensure that they have notified ATC of their requirements to use the higher declared distances when they request engine start-up clearance. There is a restriction on departures from Runway 26 requiring the higher declared distances between 0730-0900 and 1600-1800 (0630-0800 and 1500-1700) when only three such departures per time period are permitted.
b) Runway 08/26 is compatible for use by wide body aircraft up to code E.

c) Due to RESA limitations all aircraft with a MTWA of 5700 KG or more, cannot use any intermediate departure point of either runway.

7 TRAINING

a) Training for non-Bournemouth based operators is only available by prior arrangement with ATC and subject to local traffic. All Turbine powered and all aircraft above 5700 KG MTWA that require visual circuits will need to comply with the Noise Abatement Procedures (AD 2.21) and may be required to be vectored for sequencing purposes.
b) Any requests for training outside the published Aerodrome Operational Hours are subject to Airport Authority approval.
c) Due to the large numbers of aircraft using the aerodrome for instrument training, a booking system is in operation. Training periods can be booked by application to ATC. The filing of a flight plan does not constitute a booking to carry out instrument training at the aerodrome. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC so that a new booking may perhaps be made. Pilots should inform ATC of booking cancellations. The Slot tolerance for beacon training is +/- 10 min and pilots should be aware that at peak times, not adhering to the slot may result in delays and/or cancellations. The Flow Management for Instrument Route training within Solent CTA is controlled by Southampton Airport. Bookings for route training are in addition to Instrument Training bookings made at this aerodrome.
d) All aircraft going around from an approach to either runway that do not need to comply with the Noise Abatement Procedures, shall not commence a turn before at least 1.0 DME, unless otherwise instructed by ATC for expedition or separation purposes.

EGHH AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance to the area around the aerodrome.

2 NOISE PREFERENTIAL ROUTES

a) The following Noise Preferential Routes shall apply to all turbine powered/jet aircraft and all other aircraft with a MTWA greater than 5700 KG, unless specifically otherwise instructed by ATC, or deviation required for safety reasons.

i. Take-off Runway 26:

Climb straight ahead to 0.6 DME, then track 269° MAG to 3.1 DME, before commencing any turn. (This also applies to LH and RH Visual Circuits).

ii. Take-off Runway 08:

1. Required track between 001° and 079° MAG: Climb straight ahead to 1.0 DME, then track 074° MAG to 5.6 DME before commencing any turn.
2. Required track between 080° and 259° MAG: Climb straight ahead to 1.0 DME, then track 074° MAG to 4.1 DME before commencing any turn. (This also applies to RH Visual Circuits).
3. Required track between 260° and 360° MAG: Climb straight ahead to 2.0 DME, to be no lower than 1500 FT QNH before commencing any turn. (This also applies to LH Visual Circuits).

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

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

4 ILS APPROACHES

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

- Not less than 3 DME from the north;
- Not less than 4.1 DME from the south.

To Runway 08 at:

- Not less than 4 DME from either direction.

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

5 CONTINUOUS DESCENT APPROACHES

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

6 REVERSE THRUST

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

7 VISUAL CIRCUIT HEIGHT

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

8 ENGINE GROUND RUNNING

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

   i. 5 minutes after 'On Blocks';
   ii. 30 minutes before Estimated Time of Departure (ETD).

EGHH AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Inbound Routes.

   i. Full routeings are published in the UK Standard Route Document (SRD). IFR traffic inbound to Bournemouth from the ATS Route network will be routed on the designated Standard Arrival Routes and positioned for Bournemouth by ATC. The Standard Arrival Routes are published at AD 2-EGHH-7-1 to 7-4.

b) Inbound Procedures other than from the ATS Route network

   i. Inbound aircraft other than from the west should route direct to NDB(L) BIA.

c) Holding Procedures

   i. Holding patterns are as follows:

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

2 PROCEDURES FOR OUTBOUND AIRCRAFT

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

AERODROME CHART - ICAO

ARP 504648N 0015033W

AD ELEV 38FT

BOURNEMOUTH
EGHH

AERO INFO DATE 15 OCT 26

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

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

100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

VAR 0.8°E - 2027
N
Annual Rate of Change 0.17°E

COM		
ATIS	133.730	BOURNEMOUTH INFO
TWR	125.605	BOURNEMOUTH TOWER
	121.705 (GMC)	BOURNEMOUTH GROUND
	121.605	BOURNEMOUTH FIRE
OTHER	125.605 (A/G)	BOURNEMOUTH RADIO
LIGHTING		
APCH 08 APCH 26	HI 510 m coded C/L with 3 bars. HI 914 m coded C/L with 5 bars. (Supplementary inner 300 m). TDZ 900 m.	
THR 08/26	HI green with green W bars.	
RWY 08/26	HI elev bi-d with LI omni-d component. End lights red.	
TWY	Green C/L on TWY A, B, R & T, Blue edge lights on others. Stop Bars at holds A, B1, B2, C, D, E, G1, G4, M, N, R & T.	



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 08/26	Asphalt/Concrete	625/F/A/X/U
TWY A, C, D, E, G, M, N & W	Asphalt	434/F/B/X/U
TWY B, R	Asphalt	650/F/B/X/U
TWY T	Concrete/Asphalt	650/F/B/X/U
TXL V	Asphalt	-
Aprons (All)	*See AD text page EGHH AD 2.8*	

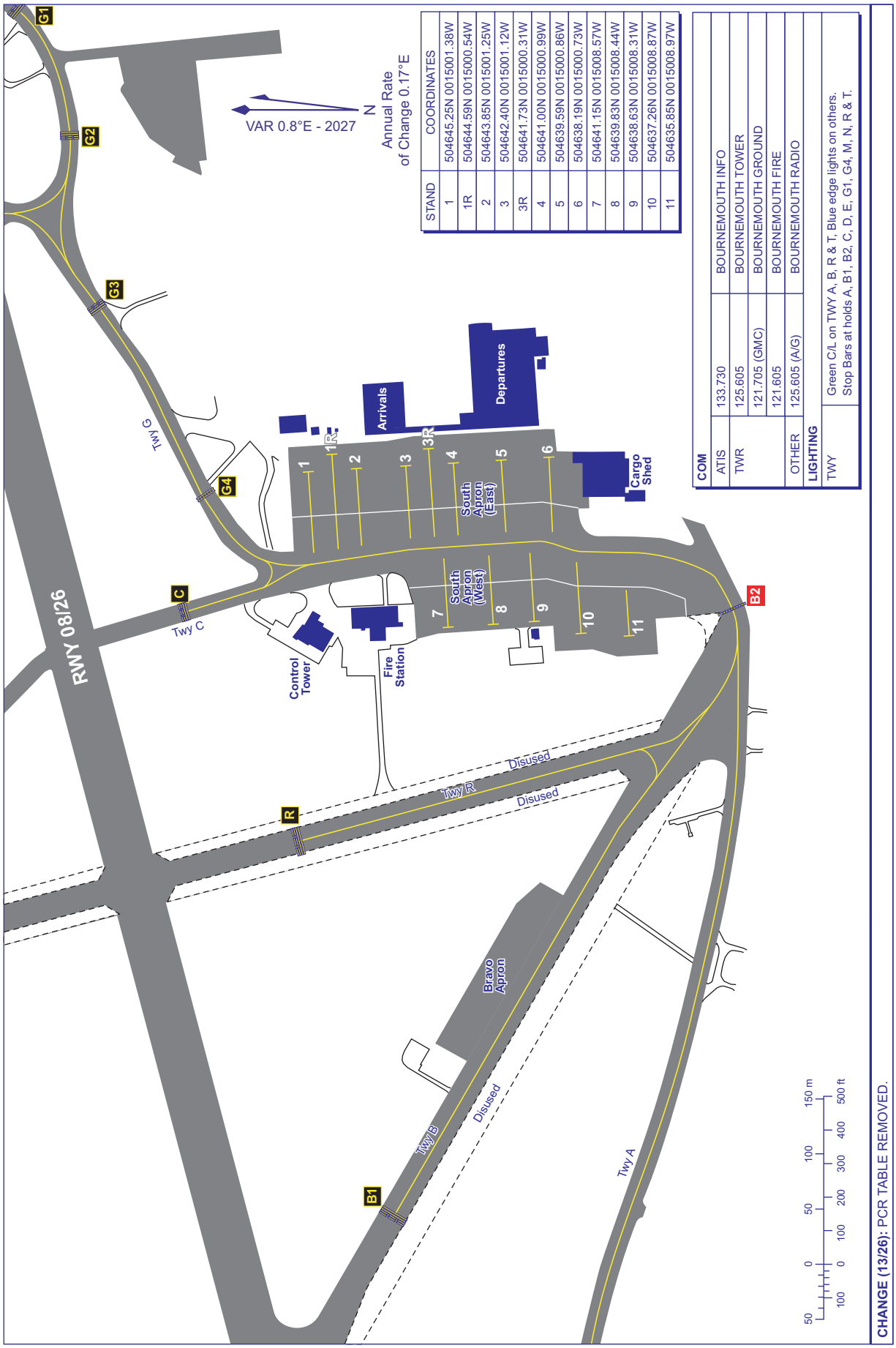
CHANGE (13/26): APRON PCR REFERENCE NOTE.

BOURNEMOUTH EGHH

AD ELEV 38FT

ARP 504648N 0015033W

AIRCRAFT PARKING/DOCKING CHART - ICAO



STAND	COORDINATES
1	504645.25N 0015001.38W
1R	504644.59N 0015000.54W
2	504643.85N 0015001.25W
3	504642.40N 0015001.12W
3R	504641.73N 0015000.31W
4	504641.00N 0015000.99W
5	504639.59N 0015000.86W
6	504638.19N 0015000.73W
7	504641.15N 0015008.57W
8	504639.83N 0015008.44W
9	504638.63N 0015008.31W
10	504637.26N 0015008.87W
11	504635.85N 0015008.97W

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

CHANGE (13/26): PCR TABLE REMOVED.

AERO INFO DATE 30 SEP 26

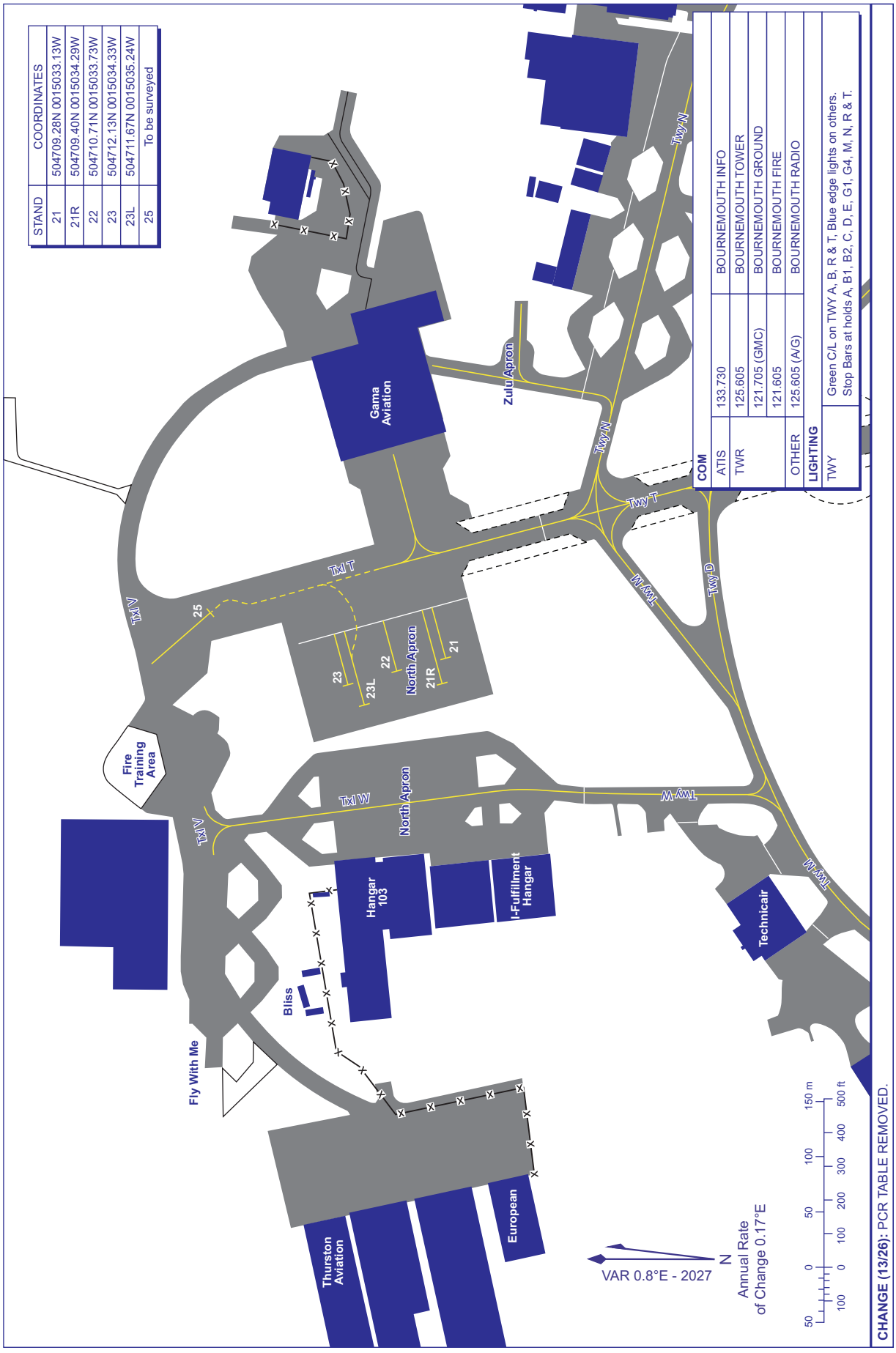
AD 2-EGHH-2-2

BOURNEMOUTH EGHH

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 504648N 0015033W

AD ELEV 38FT



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		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.

EGGD AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGGD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGGD AD 2.16 HELICOPTER LANDING AREA

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EGGD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

EGGD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BRISTOL RADAR	125.655 DOC 60 NM/ 15,000 FT.	-	-	H24	For aircraft requesting to join, transit or fly within 10 NM of Bristol CAS.
		136.080 DOC 60 NM/ 15,000 FT.	-	-	When directed by ATC.	
TWR	BRISTOL GROUND	121.930 DOC 2 NM/GND.	-	-	As notified by ATIS.	Operating hours will vary according to traffic demand.
	BRISTOL TOWER	133.855 DOC 25 NM/4000 FT.	-	-	H24	
		136.080 DOC 60 NM/ 15,000 FT.	-	-	When directed by ATC.	
RADAR	BRISTOL DIRECTOR	136.080 DOC 60 NM/ 15,000 FT.	-	-	When directed by ATC.	-
ATIS	BRISTOL INFORMATION	126.030	-	-	H24	Available by Telephone: 01275-473666 (H24).
OTHER	BRISTOL FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGGD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.49°E (2027)	IBON	110.150 MHz	H24	512300.20N 0024202.08W	-	(RWY 09)
ILS/GP	IBON	334.250 MHz	H24	512259.92N 0024344.96W	-	3° ILS Ref Datum Hgt 57 FT. Certified for extended range up to 15 NM.
ILS/LOC III 0.48°E (2027)	IBTS	110.150 MHz	H24	512255.18N 0024411.06W	-	(RWY 27)
ILS/GP	IBTS	334.250 MHz	H24	512253.79N 0024240.00W	-	3° ILS Ref Datum Hgt 50 FT. Certified for extended range up to 15 NM.
NDB (L) 0.49°E (2027)	BRI	414.000 kHz	H24	512253.19N 0024303.14W	-	On AD. Range 40 NM.
ILS/DME	IBON	38Y	H24	512259.85N 0024344.78W	628 FT	(RWY 09) DME freq paired with ILS I-BON and I-BTS. Zero range is indicated at THR of Runway 09.
ILS/DME	IBTS	38Y	H24	512253.92N 0024240.23W	617 FT	(RWY 27) DME freq paired with ILS I-BON and I-BTS. Zero range is indicated at THR of Runway 27
VOR/DME 0.27°E (2027) 0.8°W (2019)	BCN	121Y 117.450 MHz	H24	514331.89N 0031546.92W	1450 FT	RNAV Substitution Only. VOR DOC: 65 NM/50000 FT. DME DOC: 65 NM/50000 FT (125 NM/50000 FT in Sector R136-001).

EGGD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Aircraft unable to communicate by radio with ATC will not be accepted.
b) All flights are at all times subject to PPR. The filing of a flight plan with NATS Ltd does not constitute permission to use Bristol Aerodrome.
c) Aircraft using Bristol Airport are to carry third party insurance cover of not less than £500,000.
d) Due to restricted General Aviation parking facilities, operators of inbound General Aviation flights must pre-notify published handling agents with their ETA and duration of stay.
e) All aircraft operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as agents on behalf of Bristol for this purpose. Bristol is an IATA Level 3 coordinated airport as defined by IATA and the UK Department for Transport. It is a condition of use of Bristol Airport that operators fully comply with the time allocated by Airport Co-ordination Ltd on behalf of Bristol Airport. Requests for ad-hoc slot allocations during this period, should be made to ACL during working hours 0730-1600, Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 0161-493 1850; or at all other times to Bristol Airport Duty Manager: 01275-473424.

   These applications must include the following information:

   i. Aircraft owner/operator;
   ii. aircraft type and registration;
   iii. flight number (if applicable);
   iv. requested time of arrival and departure at Bristol;
   v. nominated handling agent at Bristol.

   OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com.

f) Due to limited aircraft stand availability, aircraft wishing to divert to Bristol Airport will be required to ‘fuel and go’ unless aircraft is AOG (Aircraft On Ground). All diversions are approved by the Airport Duty Manager.
g) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
h) Local airside procedures and requirements are available from the Airside Ops webpage: www.bristolairport.co.uk/airside.

2 GROUND MOVEMENT

a) A marshaller is required for parking on all stands. Aircraft must wait on the taxiway or apron taxilane until a marshaller is present and gives the correct hand signals to proceed.
b) Headsets are to be used for all engine start and pushback/departure communications. The only exceptions are thunderstorm warning, aircraft port unserviceability, or failure of the headset after the pushback has started or the training of ICAO hand signals (which are to be used in these situations).

Flight crew must inform ATC if they are not in, or lose two-way communication with the ground crew. The request for pushback, and issue of pushback instruction is between flight crew and ATC. Flight crew must relay the instruction verbatim to ground crew.

Before pushback is requested, flight crew must confirm ground crew are ready. This is to ensure the tug driver is able to listen to communication between flight crew and ATC. The tug driver must listen carefully to the pushback instruction and ensure they have understood it. This enables the tug driver to cross check the pushback instruction from ATC to what is communicated by the headset operator.

If the tug driver has not heard or understood the pushback instruction they must not commence pushback. The flight crew should request that ATC repeat the instruction. The ground crew must not commence pushback if they believe a safety concern exists. Any request for amendment to the pushback instruction, or clarification regarding the instruction shall, in the first instance, be directed to ATC by the flight crew. If further clarification is required or the concern cannot be resolved, assistance from Airside Operations is to be requested.

c) Aircraft engine runs: Permission to carry out an engine run is required for an aircraft with one or more of the following parameters:

i. An aircraft equipped with jet engines (including business jets);
ii. any commercial turbo prop engine aircraft;
iii. any aircraft planning a high power engine run;
iv. any out of hours engine run.

Permission will be given via an authorisation code. To obtain the authorisation code, contact the Airside Operations Department on 01275-473705 in advance of the planned engine run time.

d) Most grass areas are unsuitable for parking of aircraft.
e) Bristol Ground channel 121.930 will be open when notified by ATIS. 121.930 is not monitored if not operational.
f) Pilots should request airways or departure clearances prior to start. Clearances are available up to 15 minutes before EOBT.
g) Code D & E aircraft movements between holding points G3 and Z2 will be provided with a follow-me vehicle.
h) B787 and A330 available taxi routes:

	Departure	Arrival
Runway 09	Taxiway Z to Taxiway G, enter Runway at GX.	Runway to vacate either BX (Taxiway B) or AX (Taxiway A) to Taxiway Z to allocated stand.
Runway 27	Taxiway Z to Taxiway A, enter Runway at AX.	Runway to vacate GX, Taxiways G and Z to allocated stand.

i) B787 and A330 aircraft will not be able to backtrack.
j) Flight crew should only request start up/pushback when ready to depart. This shall include doors closed, steps removed, tug attached and communication established with their ground crew.
k) Pilots are to use the minimum power necessary when manoeuvring on the taxiway and taxilane system. This is of particular importance when manoeuvring in the apron cul-de-sacs.
l) Aircraft parking on Stands 22-25 inclusive must enter directly from Taxiway Z, not misroute via Link Charlie.
m) Push and hold procedure is available, arrange via ground crew. Start-up approval is required from ground crew.
n) There are four roadway uncontrolled crossings across apron cul-de-sacs and taxi-lanes on the east and west aprons. Traffic on the crossings is not under ATC control but is required to give way to aircraft prior to entering the crossing point. Pilots should be aware of the proximity of road traffic whilst manoeuvring.
o) Due to insufficient main landing gear clearance, A321 are unable to turn westbound from Taxiway Foxtrot onto Taxiway Zulu, and vice-versa.

3 CAT II/III OPERATIONS

a) Runway 27, subject to the serviceability of the equipment, is suitable for Category lll operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) Pilots will be informed by ATIS broadcast or by RTF when Low Visibility Procedures (LVPs) are in operation.
c) Holding points DX, FX and HX will not be available when LVP are in force.
d) Arriving aircraft Runway 27 - Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centreline lights. These lights denote the extent of the ILS Localiser sensitive area.
e) When IRVR is 400 M or less, a follow-me vehicle shall be provided from the edge of the manoeuvring area onto the allocated stand.

4 WARNINGS

a) Ground signals are not displayed, except for light signals.
b) Bird Dispersal is carried out on a regular basis, using a bird control laser, BABS and pyrotechnic equipment. Pilots are warned, however, that birds may not always be detected on the extreme western end of the aerodrome and on the approaches and departure tracks of all runways. Racing pigeon activity over/close to the airport is evident throughout the year, especially from 1 April to 31 October.

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	-
4	True BRG of FATO	-
5	Declared distance available	-
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).	-

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
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

EGSC — CAMBRIDGE

EGSC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSC — CAMBRIDGE

EGSC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 521218N Long: 0001030E Centre of Runway 05/23 Asphalt.
2	Direction and distance from city	1.5 NM E of Cambridge.
3	Elevation / Reference temperature / Mean Low Temperature	48 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.39°E (2027) / 0.17°E
6	AD Administration	CAMBRIDGE CITY AIRPORT
	Address	The Airport, Cambridge CB5 8RX.
	Telephone	01223-373213 (ATC) 01223-373717 (GA) 01223-295631 (ATIS) 01223-373535 (Airport Operations) 01223-373214 (Cambridge Jet Centre/FBO)
	Telefax	01223-373502 (ATC) 01223-373259 (Airport Operations)
	E-mail address	airport.dutymanager@cambridgeairport.com
	Web address	www.cambridgeairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGSC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0800-1800 (0700-1700); see remarks.
2	Customs and immigration	As AD hours. 24 hours prior notice required. See item 12.
3	Health and sanitation	-
4	AIS Briefing Office	As AD hours. By arrangement with FBO.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours, and by arrangement. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	FBO (Mandatory handling over 2.7 tonnes and commercial flights) as AD hours. Cambridge Aeroclub: (General Aviation Under 2.7 tonnes) 0830-1800 (0730-1700).
10	Security	By arrangement with FBO.
11	De-icing	As AD hours.

12	Remarks	Cambridge City Airport is an approved port of entry under designated status of Customs and Excise. All Crew/Passenger passport details for flights arriving from outside the UK (including EGNS, EGJB,EGJJ) must be submitted by the operator at https://www.submit-general-aviation-report.service.gov.uk/login. Please email us once this has been completed. Please ensure purpose and duration of visit is stated and if firearms will be carried onboard. Failure to comply may result in a fine. ATS Mon-Fri hours as above, Sat & Sun No ATS, Local flying only, No visiting aircraft. 15 minute post take-off fire cover to meet AMC6.ADR.OPS.B.010(a)(2) Rescue and Firefighting Services requires last landing/take-off no later than 1745 (1645). Aerodrome is strictly PPR; visiting aircraft 24 hour prior notification required. Contact Air Traffic Control either by: Email: ATC.admin@cambridgeairport.com Web: www.cambridgeairport.com Phone: 01223-373213.

EGSC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	No cargo processing facilities available.
2	Fuel and oil types	JET A1 AL48 (with anti-ice additive), AVGAS 100LL. Other oils and fluids available by arrangement.
3	Fuelling facilities/capacity	JET A1 AL48 and AVGAS Bowser service.
4	De-icing facilities	Mobile de-icer, Kilfrost ABC-K and Type II.
5	Hangar space for visiting aircraft	-
6	Repair facilities for visiting aircraft	-
7	Remarks	Mandatory handling for all aircraft over 2.7 tonnes MTOW. Executive handling services provided by the Cambridge Jet Centre: Tel: 01223-373214; Email: fbo@cambridgeairport.com; Company Channel C/S Marshall Cambridge: Channel 131.780. Visiting General Aviation Aircraft under 2.7 tonnes contact Cambridge Aeroclub: Tel: 01223-373717; Email: reception@cambridgeaeroclub.com. All Training flights contact Cambridge ATC: Tel: 01223-373213; Email: atc.admin@cambridgeairport.com. All non-maintenance military flights over 2.7 tonnes MTOW, contact the Cambridge Jet Centre. All landing/handling/parking fees charged according to aircraft MTOW. Other charges according to services provided. GPU, toilet service, potable water, aircraft de-icing, aircraft steps up to Airbus 320.

EGSC AD 2.5 PASSENGER FACILITIES

1	Hotels	In Cambridge, 3 miles.
2	Restaurants	-
3	Transportation	Regular bus to City centre, taxis on request with handling agent. Nearest railway station; Cambridge 3 miles.
4	Medical facilities	Yes. Company first aid. Hospital 3 miles.
5	Bank and Post Office	Banks in Cambridge.
6	Tourist Office	Cambridge 3 miles.
7	Remarks	-

		Taxiway E: 12 M Surface: Concrete PCR 328/R/C/X/U Taxiway F: 23 M Surface: Concrete PCR 328/R/C/W/U
3	Altimeter checkpoint location and elevation	Apron 49 FT
4	VOR checkpoints	-
5	INS checkpoints	Customs Apron 521231.80N 0001036.00E
6	Remarks	-

EGSC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All parking under marshaller guidance or as directed by ATC. See AD 2.EGSC-2-2 Aircraft Parking and Docking Chart for the location of aircraft parking spots.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Designation, centre-line, threshold, edge. Runway 23 marked for precision approach aid and Runway 05 for non-precision aid. Illuminated designator sign at each runway exit. Runway light(s): Runway Turn Pad lighting blue elevated edge. Taxiway marking aid(s): Taxiway centre-line marking. Blue reflective markers on Alpha, Bravo and Foxtrot. Taxiway light(s): Runway guard lights and signs at each holding point to the main runway. Blue edge lights on Charlie and Delta.
3	Stop bars and runway guard lights (if any)	Stop Bars at Runway 05/23 Holding Points Alpha, Bravo, Charlie and Delta.
4	Other runway protection measures	-
5	Remarks	Holding position signs and runway taxi holding positions, runway designators and runway ahead markings provided between taxiways A, B, C, D and the main runway. WDI: 521203.81N 0001010.92E (LGTD) - 521225.90N 0001053.75E (LGTD).

EGSC AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGSC10595) 23/APPROACH 05/ TAKE-OFF	TERRAIN	521238.77N 0001055.50E	79 FT	0 FT	No	-
(EGSC11047)	RADAR	521222.34N 0001000.42E	173 FT	136 FT	Yes Red	-
(EGSC10203) 05/APPROACH 23/ TAKE-OFF	CONVEYOR TOP	521156.95N 0000938.24E	78 FT	37 FT	No	-
(EGSC10125) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521155.36N 0000946.30E	64 FT	16 FT	No	-
(EGSC10129) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521153.78N 0000951.61E	79 FT	28 FT	No	-
(EGSC10130) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521153.54N 0000953.56E	80 FT	28 FT	No	-

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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**
EGSC_TEMP_001_C025.22	CRANE	521258N 0001046E	199 FT	146 FT	Yes Steady red	Mobile crane operating within 0.12 NM radius of centre point. Expected duration December 2028.
EGSC_TEMP_003_C008.25	CRANE	521243N 0000636E	197 FT	148 FT	Yes Steady red	Expected duration March 2027.
(EGSC10889)	GP MAST	521226.20N 0001054.52E	62 FT	34 FT	No	-
(EGSC10890)	WDI	521225.90N 0001053.75E	61 FT	27 FT	No	-
(EGSC10651)	BUILDING CHIMNEY	521225.58N 0001005.86E	148 FT	112 FT	No	-
EGSC_TEMP_005_C033.25	CRANE	521207N 0000630E	180 FT	148 FT	Yes Steady red	Expected duration May 2027.
(EGSC4160)	WDI	521203.81N 0001010.92E	62 FT	27 FT	Yes Red	-
EGSC_TEMP_007_C047.25	CRANE	521157N 0001100E	128 FT	89 FT	Yes Steady Red	Expected duration January 2028.
(EGSC10681)	CHURCH SPIRE	521156.15N 0000738.70E	255 FT	215 FT	Yes Red	-
EGSC_TEMP_008_C045.25	CRANE	521154N 0001009E	122 FT	89 FT	Yes Steady Red	Expected duration March 2028.
EGSC_TEMP_010_C046.25	CRANE	521153N 0001046E	116 FT	89 FT	Yes Steady red	Expected duration February 2028.
EGSC_TEMP_004_C012.25	CRANE	521153N 0000822E	304 FT	255 FT	Yes Steady red	Expected duration October 2027.
EGSC_TEMP_006_C039.25	CRANE	521139N 0000753E	347 FT	299 FT	Yes Steady red	Expected duration March 2027.
EGSC_TEMP_009_C004.26	CRANE	521139.70N 0000645.90E	168 FT	140 FT	Yes Steady red	Expected duration September 2026
(EGSC10726)	INDUSTRIAL CHIMNEY	521033.29N 0000825.80E	258 FT	212 FT	Yes Red	-
EGSC_TEMP_011_C049.25	CRANE	521029N 0000925E	174 FT	95 FT	Yes Steady red	Expected duration July 2028.
EGSC_TEMP_002_C029.24	CRANE	521023.80N 0000757.70E	385 FT	334 FT	Yes Steady red	Expected duration January 2027.
(EGSC10571)	MAST	521011.49N 0001128.58E	357 FT	186 FT	Yes Red	-

EGSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	CAMBRIDGE
10	Additional information (limitation of service, etc.)	Meteorological Information not available outside of AD operating hours.

EGSC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
05	049.87°	1964 x 45 M	RWY surface: Asphalt, Grooved PCR 521/F/C/X/U	521202.12N 0000959.26E 151.0 FT	THR 35.7 FT -	RWY 05 0.14% up RWY 23 0.83% down first 400 M
23	229.89°	1964 x 45 M	RWY surface: Asphalt, Grooved PCR 521/F/C/X/U	521235.55N 0001103.83E 151.0 FT	THR 47.5 FT TDZ 47.5 FT	RWY 05 0.14% up RWY 23 0.83% down first 400 M

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	109 x 150 M	1886 x 300 M	90 x 90 M -	-	-	RWY 05 Threshold displaced by 216 M.
-	133 x 150 M	1886 x 300 M	90 x 90 M -	-	-	RWY 23 Threshold displaced by 145 M. OFZ: Yes.

EGSC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1843 M	1952 M	1843 M	1628 M	-
23	1886 M	2019 M	1886 M	1742 M	-
05	1255 M	1363 M	1255 M	-	Take-off from intersection with Taxiway D.
05	1025 M	1133 M	1025 M	-	Take-off from intersection with Taxiway L1.
05	580 M	688 M	580 M	-	Take-off from intersection with Taxiway C.
23	1624 M	1756 M	1624 M	-	Take-off from intersection with Taxiway A.
23	1519 M	1652 M	1519 M	-	Take-off from intersection with Taxiway B.
23	1202 M	1335 M	1202 M	-	Take-off from intersection with Taxiway C.

EGSC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Centre-line with one crossbar. 420 M Light intensity high	Elev HI wingbars at displaced threshold	PAPI Left/3° 44 FT 296 M	-	-	Elev bi-directional with omni-directional component White Light intensity high	Flush bi-directional Red Light intensity high	-	-

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	Centre-line with five crossbars. 900 M Light intensity high	Flush green threshold bar and elev HI wingbars at displaced threshold	PAPI Left/3° 39 FT 303 M	-	-	Elev bi-directional with omni-directional component White Light intensity high	Flush bi-directional Red Light intensity high	-	-

EGSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 521220.67N 0001057.67E Flashing Green 'CI'. 500 M east north east of the ARP.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 550 M east of the ARP. 521215.02N 0001100.54E
3	TWY edge and centre line lighting	CL: Green bi-directional solarlite 'intelligent' road studs to/from main runway holding points only. EDGE: Blue elevated edge lights on Delta and Charlie Taxiways.
4	Secondary power supply/switch-over time	Standby generator.
5	Remarks	Obstacle lighting.

EGSC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF H3: 521231.43N 0001025.13E, 151.0 FT TLOF H4: 521231.95N 0001026.91E, 151.0 FT TLOF H5: 521235.13N 0001043.64E, 151.0 FT TLOF H6: 521235.15N 0001044.67E, 151.0 FT
2	TLOF and/or FATO elevation	TLOF H3: 48.9 FT TLOF H4: 48.0 FT TLOF H5: 44.8 FT TLOF H6: 44.8 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF H3: 19 M x 14 M TLOF surface: Grass - TLOF H4: 24 M x 15 M TLOF surface: Grass - TLOF H5: 24 M x 15 M TLOF surface: Grass - TLOF H6: 24 M x 15 M TLOF surface: Grass -
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGSC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

EGSC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

EGSC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

EGSC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Aircraft unable to communicate by radio with ATC will not be accepted.

b) Insurance; ECAC Resolution 25-1 (minimum levels of insurance) shall apply to all carriers licensed in ECAC member states (GEN 1.2.5 refers). All other aircraft using this aerodrome and its facilities are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time while the aircraft is at the aerodrome.
c) Surcharges will be levied on visiting aircraft arriving or departing outside published operational hours.
d) A security charge may be levied on outbound aircraft requiring to use the aerodrome critical part. Contact FBO Tel: 01223-373214 for details.
e) It is a mandatory requirement that all aircrew and ground staff wear high visibility clothing (minimum standard being a high visibility waistcoat) fastened at all times in external airside areas of the airport.
f) Pedestrians must use the defined pedestrian walkways when transiting to and from aircraft.
g) It is the responsibility of the Pilot in Command to ensure that their passengers are escorted by aircrew or ground staff at all times when on foot in external airside areas of the aerodrome.
h) No smoking airside.

2 GROUND MOVEMENT

a) Light aircraft will be directed to the grass parking area in front of Nº 1 Hangar. Parking is on a grid of four rows marked W, X, Y, Z and numbered 1-8 from west to east. All aircraft will be marshalled except Light Aircraft on grass parking areas and based operators, unless advised otherwise by ATS.
b) When taxiing on the grass, keep to cut grass taxiways. The long grass areas are not inspected and are unfit for manoeuvring.
c) Compass Base, Class 1, located on Taxiway C. Serviceability of this facility does not affect the availability of the taxiway for taxiing aircraft.
d) Runway 05/23 Turn Pads 70 M wide - Code D and E aircraft will require maximum nose wheel steering during turn. If the Operators procedures do not permit this, contact Airport Operations for briefing.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

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

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

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

7 TRAINING

Not applicable.

EGSC AD 2.21 NOISE ABATEMENT PROCEDURES

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

a) Except when taking off or landing, pilots should avoid flying below 2000 FT (Cambridge QNH) within 3 NM of Cambridge city;
b) Because of the close proximity of working accommodation, aircraft parked on the Airport terminal apron are not to have APUs running for more than 30 minutes before engine start. An environmental levy of £20 will be charged for every additional 15 minutes APU running time.

2 Aircraft may be permitted to make visual approaches. Visual approaches will not normally be permitted if the PAPI are unserviceable. All inbound wide-body aircraft should follow IFR

procedures.

3 VISUAL CIRCUIT HEIGHT

Unless otherwise instructed by Air Traffic Control the visual circuit height is 1500 FT for all multi-engined types, 1000 FT for other fixed-wing aircraft. All heights QFE.

4 ARRIVALS

a) Aircraft approaching asphalt Runway 05/23 without assistance from Radar (or ILS, Runway 23) shall follow a descent path from at least 1000 FT that is no lower than the normal approach path indicated by the PAPI.
b) All VFR aircraft experiencing radio fail to conduct a go around along the centreline of the duty runway and follow any light signals received from the tower. Avoid flying over the dead-side of the runway.

5 DEPARTURES

a) **Asphalt Runway 05**

i. The maximum take-off run available shall always be used by other than light types of aircraft. Light aircraft may start their take-off run from abeam Taxiway D or as instructed by ATC. Aircraft which require a left turn after departure shall avoid Cambridge City until at least 2000 FT AAL.
ii. Aircraft carrying out an Instrument Missed Approach Procedure shall maintain runway heading until at least 1600 FT AAL.
iii. Aircraft which require a right turn after departure and those remaining in the circuit shall, as soon as practicable, but not below 500 FT or within the aerodrome boundary, turn right, unless otherwise directed by ATC.

b) **Asphalt Runway 23**

i. Aircraft which require a right turn after departure shall maintain runway heading until at least 2000 FT AAL.
ii. Aircraft carrying out an Instrument Missed Approach Procedure shall maintain runway heading until at least 1600 FT AAL.
iii. Aircraft which require a left turn after departure and those remaining in the circuit shall, as soon as practicable, but not below 500 FT or within the aerodrome boundary, turn left, unless otherwise directed by ATC.

6 CIRCUIT DIRECTIONS

a) The following circuit directions will be adhered to:

Runway 23 - left hand;

Runway 05 - right hand.

7 The above procedures may be departed from at any time to the extent necessary for avoiding immediate danger.

8 REVERSE THRUST

The use of reverse thrust should be kept to a minimum commensurate with operational safety.

9 HELICOPTER OPERATIONS

Routeing to the aerodrome should avoid overflight of, or passing in close proximity to Cambridge City and surrounding villages.

EGSC AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT VIA THE AIRWAYS SYSTEM

a) Aircraft inbound via the airways system must follow the Stansted Standard Arrival Routes (STAR) as shown at AD 2-EGSS-7-STAR Charts.
b) Stansted Director will co-ordinate a level at the CAM NDB(L) and will issue the inbound aircraft with a clearance to leave controlled airspace.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Preferred Departure Routes- via ATS Route Network

i. These routes do not constitute Standard Instrument Departures, are not assessed for obstacle clearance and are not contained within controlled airspace.
ii. These routes contain noise abatement requirements.
iii. These routes are subject to amendment by ATC.

iv. ADNAM and EBOTO are clearance limits. Pilots are to ensure that they have received and acknowledged an airways joining clearance before entering controlled airspace.
v. Pilots departing RWY23 to EBOTO are to ensure that they remain outside the limits of the London TMA to the Southwest of Cambridge in the horizontal and vertical planes (base 4500 FT-5500 FT) and if necessary step-climb to altitude 6000 FT.
vi. Aircraft departing towards ADNAM can expect to be tactically vectored onto their requested route.
vii. Pilots should be aware that IFR departure clearances are not normally available until the aircraft is taxiing for departure.
viii. Loss of communication procedure (outbound aircraft). Until a clearance to enter CAS has been received and acknowledged, pilots experiencing radio failure are expected to follow the RTF procedure for IFR aircraft outside controlled airspace (ENR 1.1.3 paragraph 3 refers).

Departure to	Airway Route	Via	Runway	Designator	Routing
East-southeast	L6, L9, L10, L608, L620, M189	ADNAM	23	ADNAM	Left turn on track ADNAM, climb to altitude 3000 FT (see note vi).
			05	ADNAM	Right turn on track ADNAM, climb to altitude 3000 FT (see note vi).
South, Southwest & West-northwest	N57, N601, N859, Q63, T420, Y321	EBOTO	23	EBOTO	Climb runway track to altitude 2000 FT, right turn on track EBOTO step-climb to altitude 6000 FT REMAIN OUTSIDE CAS (See note v).
			05	EBOTO	Left turn on track EBOTO, climb to altitude 6000 FT.

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

EGSC 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.

b) Flight testing activity frequently undertaken at Cambridge. Testing may take place at short notice and some disruption can be expected.
c) When an aircraft is departing EGSC on an EBOTO, when the pressure is QNH 976 hPa or below, pilots may be issued a non-standard climb, as instructed by ATC.

EGSC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGSC-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSC-5-1
INSTRUMENT APPROACH CHART RNP RWY 05 - ICAO
AD 2.EGSC-8-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO
AD 2.EGSC-8-2
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 23 - ICAO
AD 2.EGSC-8-3
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 23 - ICAO
AD 2.EGSC-8-4
INSTRUMENT APPROACH CHART RNP RWY 23 - ICAO
AD 2.EGSC-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO
AD 2.EGSC-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 05
AD 2.EGSC-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 23
AD 2.EGSC-8-8

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	-
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

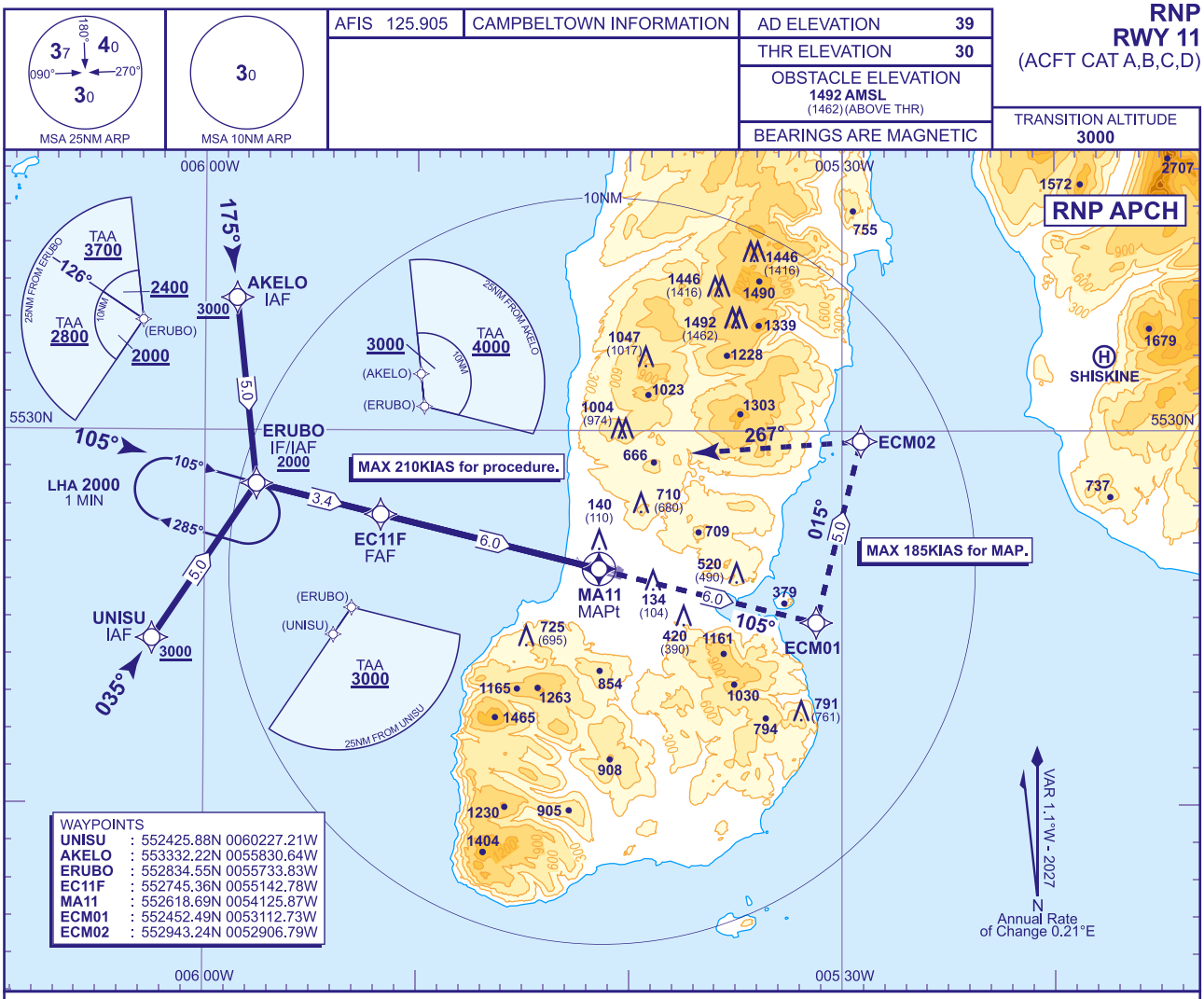
EGEC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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INSTRUMENT APPROACH CHART - ICAO

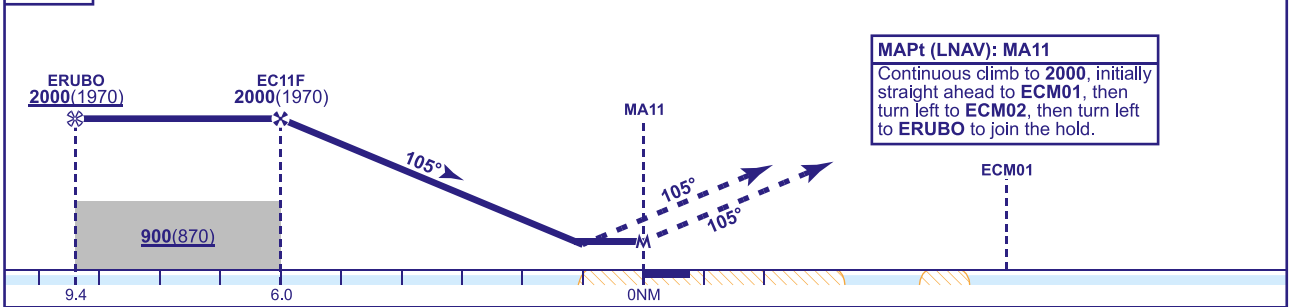
CAMPBELTOWN
RNP
RWY 11
(ACFT CAT A,B,C,D)



RECOMMENDED PROFILE Gradient 5.24%, 320FT/NM

NM to MA11	5	4	3	2	1
ALT(HGT)	**1690**(1660)	**1370**(1340)	**1040**(1010)	**720**(690)	**400**(370)

TCH 50



MAPt (LNAV): MA11
Continuous climb to **2000**, initially straight ahead to **ECM01**, then turn left to **ECM02**, then turn left to **ERUBO** to join the hold.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV 2.5% MAP	**870**(840)	**870**(840)	**870**(840)	**870**(840)		FT/MIN	850	740	640	530	420
	LNAV 5.0% MAP	**500**(470)	**500**(470)	**500**(470)	**500**(470)							
VM(C)OCA (OCH AAL)	Total Area	N/A	N/A	N/A	N/A							
	North of RWY 11/29	**920**(881)	**1010**(971)	**1560**(1521)	**1950**(1911)							

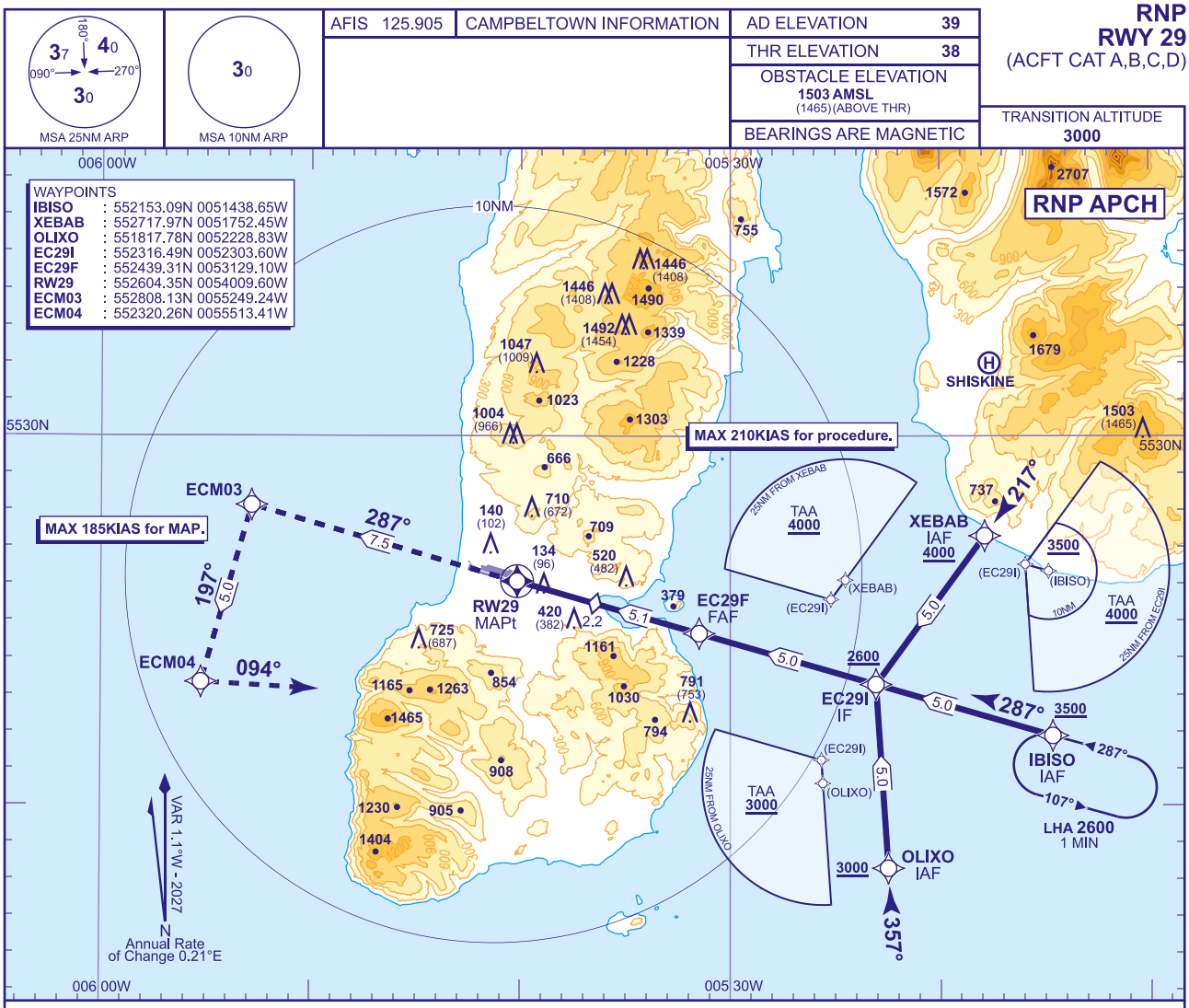
NOTES
1 FAT is offset 2.25° from the RWY C/L.
2 Missed approach climb gradient 5% required up to **1200**.
3 Use of this procedure is strictly PPR from the aerodrome operator.
4 Prior to commencing the procedure, pilots are to broadcast on AFIS with flight details and intentions.

CHANGE (13/26): VM(C)OCA(OCH AAL) CAT C & D REVISED.

AERO INFO DATE 22 SEP 26

INSTRUMENT APPROACH CHART - ICAO

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



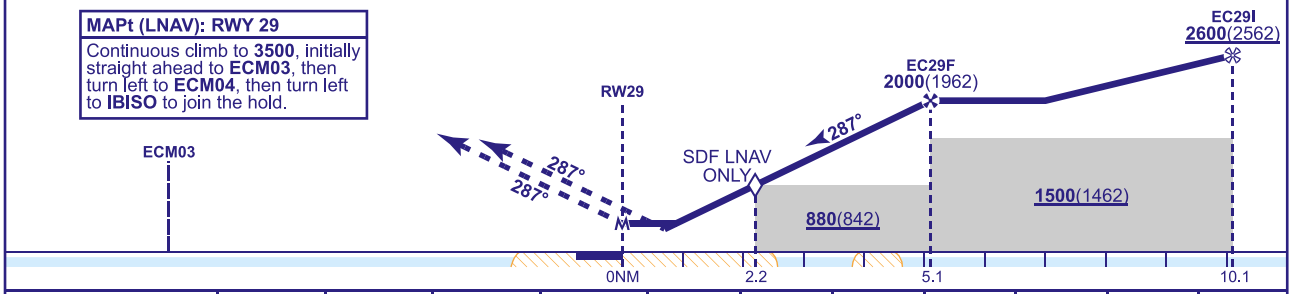
RECOMMENDED PROFILE Gradient 6.12%, 370FT/NM

NM to RW29	5	4	3	2.2 (**SDF**)	2	1
ALT(HGT)	**1950**(1912)	**1580**(1542)	**1200**(1162)	**880**(842)	**830**(792)	**460**(422)

TCH 50

MAPt (LNAV): RWY 29

Continuous climb to **3500**, initially straight ahead to **ECM03**, then turn left to **ECM04**, then turn left to **IBISO** to join the hold.



Aircraft Category		A	B	C	D
OCA (OCH)	**LNAV**	**630**(592)	**630**(592)	**630**(592)	**630**(592)
VM(C)OCA (OCH AAL)	**Total Area**	**N/A**	**N/A**	**N/A**	**N/A**
	North of RWY 11/29	**920**(881)	**1010**(971)	**1560**(1521)	**1950**(1911)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	870	740	620	500

NOTES 1 Use of this procedure is strictly PPR from the aerodrome operator.
2 Prior to commencing the procedure, pilots are to broadcast on AFIS with flight details and intentions.

CHANGE (13/26): VM(C)OCA(OCH AAL) CAT C & D REVISED.

AERO INFO DATE 22 SEP 26

		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°	2352 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 219.7 FT	-
30	296.78°	2352 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 218.7 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
-	185 x 150 M	2438 x 280 M	-	-	-	RWY 12 Threshold displaced by 220 M. Shoulders 7 M wide either side of the runway. OFZ: Yes.
-	152 x 150 M	2438 x 280 M	-	-	-	RWY 30 Threshold displaced by 152 M. Shoulders 7 M wide either side of the runway. OFZ: Yes.

EGFF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
12	2318 M	2503 M	2318 M	2098 M	-
30	2352 M	2504 M	2352 M	2201 M	-
12	2098 M	2283 M	2098 M	-	Take-off from Holding point Bravo 1.
12	1494 M	1679 M	1494 M	-	Take-off from Holding point Echo 1.
30	2130 M	2282 M	2130 M	-	Take-off from Holding point Charlie.
30	1426 M	1578 M	1426 M	-	Take-off from Holding point Delta.
30	1339 M	1491 M	1339 M	-	Take-off from Holding point Hotel.

EGFF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	Coded centre-line with five crossbars. 747 M Light intensity high	Green Light intensity high Flush uni-directional with green wingbars	PAPI Left/3° 57 FT 326 M	-	Colour coded 30 M spacing	Elev HI bi-directional with LI omni-directional component	Red	-	-
30	Coded centre-line with five crossbars. 832 M Light intensity high	Green Light intensity high Flush uni-directional with green wingbars	PAPI Left/3° 52 FT 297 M	-	Colour coded 30 M spacing	Elev HI bi-directional with LI omni-directional component	Red	-	-

EGFF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 512355.48N 0032115.50W and 512333.84N 0032005.46W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Yes/1 Second.
5	Remarks	All stands are covered by apron floodlighting.

EGFF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 512355.22N 0032038.44W, -
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	A helicopter set down point marked with a 'H' is situated on taxiway Alpha to the south of Stand 12. Helicopters will be required to ground taxi or hover for parking as instructed by ATC.

EGFF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

EGFF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

EGFF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.28°E (2027)	ICDF	110.700 MHz	HO	512328.44N 0031934.74W	-	-

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/GP	ICDF	330.200 MHz	HO	512401.08N 0032103.16W	-	3° ILS Ref Datum Hgt 50 FT.
ILS/LOC I 0.27°E (2027)	ICWA	110.700 MHz	HO	512407.12N 0032137.29W	-	(RWY 30) ILS only operational from 18 NM to the threshold.
ILS/GP	ICWA	330.200 MHz	HO	512332.47N 0032004.78W	-	3° ILS Ref Datum Hgt 50 FT.
NDB (L) 0.27°E (2027)	CDF	388.500 kHz	H24	512336.16N 0032016.47W	-	On AD. Range 40 NM.
ILS/DME	ICDF	44X	H24	512355.79N 0032026.29W	281 FT	(RWY 12) Freq paired with ILS I-CWA and I-CDF. Zero range is indicated at THR of runway in use for ILS approaches only.
ILS/DME	ICWA	44X	H24	512355.79N 0032026.29W	281 FT	(RWY 30) Freq paired with ILS I-CWA and I-CDF. Zero range is indicated at THR of runway in use. For ILS approaches only.
VOR/DME 0.27°E (2027) 0.8°W (2019)	BCN	121Y 117.450 MHz	H24	514331.89N 0031546.92W	1450 FT	RNAV Substitution Only. VOR DOC: 65 NM/50000 FT. DME DOC: 65 NM/50000 FT (125 NM/50000 FT in Sector R136-001).

EGFF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

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

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

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

3 CAT II/III OPERATIONS

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

4 WARNINGS

a) Pilots are reminded of the close proximity of St Athan aerodrome to the west north west of Cardiff aerodrome, see AD 2.22 paragraphs 1 and 8.
b) Pilots are warned, when landing on Runway 30 in strong west to south westerly winds, of the possibility of terrain induced turbulence on short finals.
c) Due to possibility of turbulence caused by hangar north east of Runway 12 threshold, caution should be exercised during periods of strong north westerly to north easterly winds.
d) Grass cutting takes place May-Oct.
e) Single-engined aircraft should avoid overflying the chemical complex at Barry.
f) Red Stop Bars in operation H24.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Circuit direction is normally to the north.
b) In accordance with EU OPS Subpart E, the following approach operations are available to approved operators:

   i. Runway 12 is suitable for lower than Standard Category I operations supported by an ILS Classification of I/T/4, when the IRVR is not less than 450 M.
   ii. Runway 30 is suitable for lower than Standard Category I operations supported by an ILS Classification of I/T/4, when the IRVR is not less than 450 M.

7 TRAINING

a) All IFR training in Cardiff CTR/CTA subject to PPR from Cardiff Approach https://instrumenttraining.as.me/.
b) All aircraft wishing to carry out instrument training within the Cardiff Zone, must have a functioning transponder with Mode C.

EGFF AD 2.21 NOISE ABATEMENT PROCEDURES

a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) The Noise Preferential Routeings (NPR) 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 certificated weight exceeding 5700 kg unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

   The NPRs are incorporated in ATC Standard Instrument Departure procedures (SIDs)

Take-Off Runway	NPR
12	North: Climb straight ahead to 4.5 nm DME before turning left South: Climb straight ahead to 2 nm DME before turning right
30	Climb straight ahead to 4nm before turning either left or right

   The obligations of the NPRs cease when an altitude of 3000 ft QNH or above has been reached.

c) **Continuous Descent Approaches**

   Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a continuous descent profile, when appropriate. ATC will advise pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency.

d) In the interest of noise abatement, restrictions are imposed on the ground running of engines between 2230-0730 (2130-0630) and operators are advised to contact the Airport Operations Director for details.
e) The use of reverse thrust, particularly after 2130 (2030), is to be kept to a minimum consistent with operational needs.

EGFF AD 2.22 FLIGHT PROCEDURES

1 GENERAL INFORMATION

a) The attention of pilots of aircraft inbound to Runway 12 or outbound from Runway 30 at Cardiff Airport is drawn to the close proximity of St Athan aerodrome and the St Athan Local Flying Zone (see paragraph 8) to the Cardiff arrival/departure tracks. Pilots of VFR aircraft to/from Cardiff Airport may be required by Cardiff ATC to enter/leave the CTR at Visual Reference Points which avoid the St Athan Local Flying Zone.

b) Additionally, St Athan based aircraft may carry out aerobatic manoeuvres and other unusual activities above, within and below the western part of the Cardiff CTA. Pilots transitting above or below the CTA are strongly recommended to contact Cardiff Approach Control for appropriate traffic information.

2 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Arrival Routes (STAR) for aircraft inbound from the UK ATS Route network are detailed at AD 2-EGFF-7.
b) Inbound Procedures other than from the ATS Route network:

i. Inbound aircraft other than from the ATS Route network should request clearance to enter the Cardiff CTR/CTA at least 10 minutes from the CTR/CTA boundary and must observe the normal procedure for joining controlled airspace.
ii. VFR flights and flights requesting Special VFR clearance will normally be instructed to route via one of the Visual Reference Points as detailed at paragraph 7.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Aircraft outbound via the UK ATS Route network. Standard Instrument Departures (SID) for aircraft outbound from the UK ATS Route network are detailed at AD 2-EGFF-6-1 to 6-3.

4 AIRCRAFT OUTBOUND TO THE FIR

a) IFR flights wishing to leave the Cardiff CTR/CTA to enter the London FIR will be cleared by the most direct route consistent with the current traffic situation.
b) VFR flights and flights requesting Special VFR clearance will normally be instructed to route via one of the Visual Reference Points as detailed at paragraph 7.

5 HOLDING

Holding Point	Details
Cardiff NDB CDF	Inbound track 297° MAG - turning left at the facility. Lowest holding altitude 2500 FT

6 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of complete radio communications failure in an aircraft, the pilot will adopt the appropriate procedure described at ENR 1.1.3. The route to be used when leaving the Zone in accordance with this procedure is as follows:

Position at time of decision	Route
NDB CDF	Track 040°T at 2500 FT ALT.

7 VISUAL REFERENCE POINTS (VRP)

a) Pilots are advised to use caution when routeing via the St Hilary TV Mast and Wenvoe TV Mast VRPs as they are Air Navigation Obstacles with high elevation – See ENR 5.4 dataset for up to date details of ICAO AREA 1 Obstacles.
b) Pilots are advised to use caution when routing via the Cardiff Docks VRP due to its proximity to Cardiff Heliport.
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.

8 ST ATHAN AERODROME - LOCAL FLYING ZONE AND PROCEDURES

a) St Athan aerodrome lies within the Cardiff CTR/CTA to the west of Cardiff. By arrangement with Cardiff ATC during the hours of watch of St Athan ATC (normally 0830-1700 (0730-1600)), and subject to the conditions detailed in paragraph (b) flights by St Athan based aircraft may take place in VMC, without reference to Cardiff ATC, within a Local Flying Zone (LFZ) bounded by the following positions:

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 from 512209N 0033306W to 512524N 0033307W.
b) The following conditions apply to aircraft operating within the St Athan Local Flying Zone:

i. Aircraft are to be in communication with and comply with instructions from St Athan ATC;
ii. All aircraft conduct their flights within the weather criteria specified for VFR flights within Class D Airspace;
iii. Maximum altitude 1700 FT (Cardiff QNH);
iv. Pilots operating in the St Athan LFZ are responsible for maintaining their own visual separation from other aircraft, including aircraft on final approach to Runway 12 and departing from Runway 30 at Cardiff, which are in close proximity to the Local Flying Zone. (Traffic information will be passed by St Athan ATC).

c) Flights to/from St Athan ATC which are unable to comply with the requirements of the St Athan Local Flying Zone will be subject to individual clearance from Cardiff ATC and will be fully in tegrated with Cardiff arriving/departing traffic.
d) Visual approaches to Cardiff Runway 12 are unavailable when the Local Flying Zone is active.
e) All VFR flight is expected to comply with the following published VFR routes:

i. Departure Routes

Designator	Runway	Route	Maximum Altitude
East	07/25	Aircraft remain west of Aberthaw power station over water, clearance limit Aberthaw power station, then as directed by Cardiff Tower.	1500 FT
South	07/25	Aircraft remain west of the quarry and leave CAS towards Minehead VRP.	1500 FT
Nash Point	07/25	Aircraft remain within the confines of the LFZ and leave CAS to the west towards Nash Point VRP.	1500 FT
North	07/25	Leave CAS between the St Hilary and Wenvoe TV Masts.	1500 FT

Note 1: *Pilots who wish to operate above the 'maximum altitude' shall request this once airborne.*

Note 2: *All routes are available Special VFR subject to ATC clearance.*

Note 3: *Pilots can expect to receive a clearance in the format "{Callsign}, cleared to leave controlled airspace on a published {designator} departure, not above {altitude restriction} {QNH} VFR, {Squawk}.". A complete read-back is required.*

ii. Arrival Routes

Designator	Runway	Route	Maximum Altitude
East	07/25	From the northeast, route as directed by Cardiff Tower to hold east of Aberthaw power station and as directed by St Athan ATC.	1500 FT
South	07/25	Enter CAS from the south, remain west of the quarry and as directed by St Athan ATC.	1500 FT
Nash Point	07/25	Enter CAS via Nash Point, route eastbound along the coast over water, then as directed by St Athan ATC.	1500 FT
North Arrival	07/25	Enter CAS towards the St Hilary VRP to orbit and remain north of the mast, then as directed by Cardiff Tower.	1500 FT
Straight In	07/25	Enter CAS to position straight in for the runway in use.	Subject to co-ordination

Note 1: *Pilots who wish to operate above the 'maximum altitude' shall request this.*

Note 2: *All routes are available Special VFR subject to ATC clearance.*

Note 3: *Pilots can expect to receive a clearance in the format: "{Callsign}, cleared to enter controlled airspace on a published {designator} arrival, not above {altitude restriction} {QNH} VFR.". A complete read-back is required.*

9 SPECIAL VFR CLEARANCES

Special VFR Clearances for flights within the Cardiff 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 only apply to aircraft which carry RTF including the appropriate frequencies.

10 VFR FLIGHTS

VFR clearance in the Cardiff CTR will be given for flights operating in VMC. Routeing instructions and/or altitude restrictions may be specified in order to integrate VFR flights with other traffic. Pilots are reminded of the requirements to remain in VMC at all times and to comply with the relevant parts of the Low Flying Rules, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.

11 VFR ROUTES TO/FROM CARDIFF

a) In order to integrate VFR flights to/from Cardiff with the normal flow of IFR traffic, a number of published VFR routes are established along which ATC VFR clearances will be issued subject to the conditions specified in paragraph 9. These routes are determined by prominent ground features and are detailed in the following tables.
b) In order to reduce RTF congestion, the published outbound and inbound visual routes are allocated route designators. Pilots are to ensure that they are familiar with the route alignment. Level instructions will be passed with the appropriate ATC VFR clearance.

Published Outbound Visual Routes

Route Designator	Exit Point	RWY	Route	Maximum Altitude	Remarks
VFR St Hilary	Bridgend	30/12	Route north of St Hilary TV Mast and leave CAS to the west routing north of Bridgend at Junction 36 VRP.	1500 FT	
VFR North	North	30/12	Route between the St Hilary and Wenvoe TV masts and leave CAS to the north.	1500 FT	
VFR Wenvoe	W Cardiff Docks	30/12	Route east if the Wenvoe TV masts and leave CAS to the northeast.	1500 FT	

Route Designator	Exit Point	RWY	Route	Maximum Altitude	Remarks
VFR Flat Holm	NE Flat Holm Lighthouse	30/12	Route north of Barry then north of Flat Holm Island, and leave CAS at the east/southeast zone boundary.	1500 FT	
VFR South	N Minehead	30	Route east of the quarry (1 NM west of Cardiff airport) and leave CAS to the south towards Minehead VRP.	1500 FT	Cardiff will endeavour to remove the 1500 FT restriction for flight over water ASAP.
VFR South	N Minehead	12	Route south and leave CAS to the south towards Minehead VRP.	1500 FT	Cardiff will endeavour to remove the 1500 FT restriction for flight over water ASAP.
VFR Nash Point	Nash Point	30	Route east of the quarry (1 NM west of Cardiff airport) and leave CAS to the west along the coast, over water, via Nash Point.	1500 FT	Route normally only available when St Athan is not active.
VFR Nash Point	Nash Point	12	Leave CAS to the west along the coast, over water, via Nash Point.	1500 FT	Route normally only available when St Athan is not active.
VFR Watchet	Watchet Harbour VRP	30	Route east of the quarry (1 NM west of Cardiff airport) and leave CAS to the south east via Watchet Harbour VRP.	1500 FT	Cardiff will endeavour to remove the 1500 FT restriction for flight over water ASAP.
VFR Watchet	Watchet Harbour VRP	12	Route south east and leave CAS to the south east via Watchet Harbour VRP.	1500 FT	Cardiff will endeavour to remove the 1500 FT restriction for flight over water ASAP.

Published Inbound Visual Routes

Route Designator	Entry Point	RWY	Route	Maximum Altitude	Remarks
VFR St Hilary	Bridgend	30/12	Enter CAS via Bridgend and route north of St Hilary TV Mast, then as directed by Cardiff ATC.	1500 FT	
VFR North	North	30/12	Enter Cardiff CAS from the north between the St Hilary and Wenvoe TV Masts, then as directed by Cardiff ATC.	1500 FT	
VFR Wenvoe	W Cardiff Docks	30/12	Enter Cardiff CAS via the Wenvoe TV mast, then as directed by Cardiff ATC.	1500 FT	
VFR Cardiff Docks	Cardiff Docks	30/12	Enter Cardiff CAS via Cardiff Docks, then as directed by Cardiff ATC.	1500 FT	
VFR Flat Holm	N of Flat Holm Lighthouse	30/12	Enter Cardiff CAS via Weston aerodrome, route north of Flat Holm Lighthouse towards Laverrnock Point, then as directed by Cardiff ATC.	1500 FT	
VFR South	N Minehead	30	Enter Cardiff CAS to the south, then as directed by Cardiff ATC.	1500 FT	
VFR South	N Minehead	12	Enter Cardiff CAS from the south, remaining east of the quarry (1 NM west of Cardiff airport) then as directed by Cardiff ATC.	1500 FT	
VFR Nash Point	Nash Point	30	Enter Cardiff CAS via Nash Point, route along the coast, remaining over water, then as directed by Cardiff ATC.	1500 FT	Route normally only available when St Athan is not active.
VFR Nash Point	Nash Point	12	Enter Cardiff CAS via Nash Point, route along the coast, remaining over water and east of the quarry (1 NM west Cardiff airport), then as directed by Cardiff ATC.	1500 FT	Route normally only available when St Athan is not active.
VFR Watchet	Watchet Harbour VRP	30	Enter Cardiff CAS from the south east, then as directed by Cardiff ATC.	1500 FT	
VFR Watchet	Watchet Harbour VRP	12	Enter Cardiff CAS from the south east, remaining east of the quarry (1 NM west of Cardiff airport) then as directed by Cardiff ATC.	1500 FT	

12 CARDIFF CITY HELIPORT (EGFC)

a) **Landing and Taking Off Within Congested Areas**

i. When a landing or take-off is intended at Cardiff Heliport, which is situated within a congested area, compliance with the following procedures is required under the Standardised European Rules of the Air SERA.3105 Minimum Heights and as notified under Rules of the Air Regulations 2015 Rule 5(1)(a).
ii. Notified Procedures:

1. Landing and take-off shall only be performed with the permission of the person in charge of the aerodrome;
2. Except when necessary for take-off or landing at the aerodrome, aircraft shall not be flown over the congested area unless at such a height as will permit, in the event of an emergency arising, including a critical engine failure, a landing to be made without undue hazard to persons or property on the surface. This height shall be at least 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft; and
3. Approach and departure shall be made over clear areas so that a safe forced landing can be achieved in the event of engine failure.

b) **Use Requirements**

Use of Cardiff City Heliport is subject to a strict PPR policy. A Full briefing pack must be downloaded from www.cardiffheliport.com prior to landing at the Heliport.

c) **Controlled Airspace**

Permission to operate at Cardiff City Heliport does not constitute permission to enter controlled airspace. The controlling authority of the relevant controlled airspace shall be contacted in accordance with standard airspace procedures.

13 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Cardiff controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Cardiff Approach frequency, 119.155 MHz, are encouraged to select SSR code 3636.

515324N 0032556W - 515122N 0031317W -
515034N 0030532W - 513945N 0024042W -
512715N 0030058W - 512349N 0030302W -
510900N 0030300W - 510306N 0030723W -
505955N 0031044W - 510140N 0033616W -
512432N 0034819W - 515324N 0032556W.

b) Selection of 3636 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 Cardiff controlled airspace at all times.
c) Whilst squawking 3636, pilots should be aware that Cardiff 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 3636 shall be deselected.

EGFF AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGFF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGFF-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGFF-2-2
CONTROL ZONE and CONTROL AREA CHART - LOCAL FLYING and ENTRY EXIT PROCEDURES
AD 2.EGFF-4-1
ST ATHAN LOCAL FLYING ZONE
AD 2.EGFF-4-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGFF-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LEKCI 1B - ICAO
AD 2.EGFF-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) BCN 1A 1B (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGFF-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) EXMOR 1A 1B - ICAO
AD 2.EGFF-6-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) WEVBE 1C - ICAO
AD 2.EGFF-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FIFAH 1C - ICAO
AD 2.EGFF-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ICTAM 2C - ICAO
AD 2.EGFF-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DAWLY 1C - ICAO
AD 2.EGFF-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART – INSTRUMENT (STAR) TOJAQ 2C - ICAO
AD 2.EGFF-7-5
RNAV1 STANDARD ARRIVAL CHART – INSTRUMENT (STAR) BAJJA 1C - ICAO
AD 2.EGFF-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES WEVBE 1C FIFAH 1C
AD 2.EGFF-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES ICTAM 2C DAWLY 1C
AD 2.EGFF-7-8
STANDARD INSTRUMENT ARRIVAL CODING TABLES TOJAQ 2C BAJJA 1C
AD 2.EGFF-7-9
RNAV HOLD CODING TABLES CDF
AD 2.EGFF-7-10
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO
AD 2.EGFF-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 12 - ICAO
AD 2.EGFF-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 12 - ICAO
AD 2.EGFF-8-3
INSTRUMENT APPROACH CHART RNP RWY 12 - ICAO
AD 2.EGFF-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 12 - ICAO
AD 2.EGFF-8-5
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) y RWY 30 (CAT A,B) - ICAO
AD 2.EGFF-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) z RWY 30 (CAT C,D) - ICAO
AD 2.EGFF-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) y RWY 30 (CAT A,B) - ICAO
AD 2.EGFF-8-8
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) z RWY 30 (CAT C,D) - ICAO
AD 2.EGFF-8-9
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 30 - ICAO
AD 2.EGFF-8-10
INSTRUMENT APPROACH CHART RNP RWY 30 - ICAO
AD 2.EGFF-8-11
INSTRUMENT APPROACH CHART NDB(L) DME y RWY 30 (CAT A,B) - ICAO
AD 2.EGFF-8-12
INSTRUMENT APPROACH CHART NDB(L) DME z RWY 30 (CAT C,D) - ICAO
AD 2.EGFF-8-13
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 12
AD 2.EGFF-8-14
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 30
AD 2.EGFF-8-15

EGFF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AERODROME CHART - ICAO

ARP 512348N 0032036W

AD ELEV 220FT

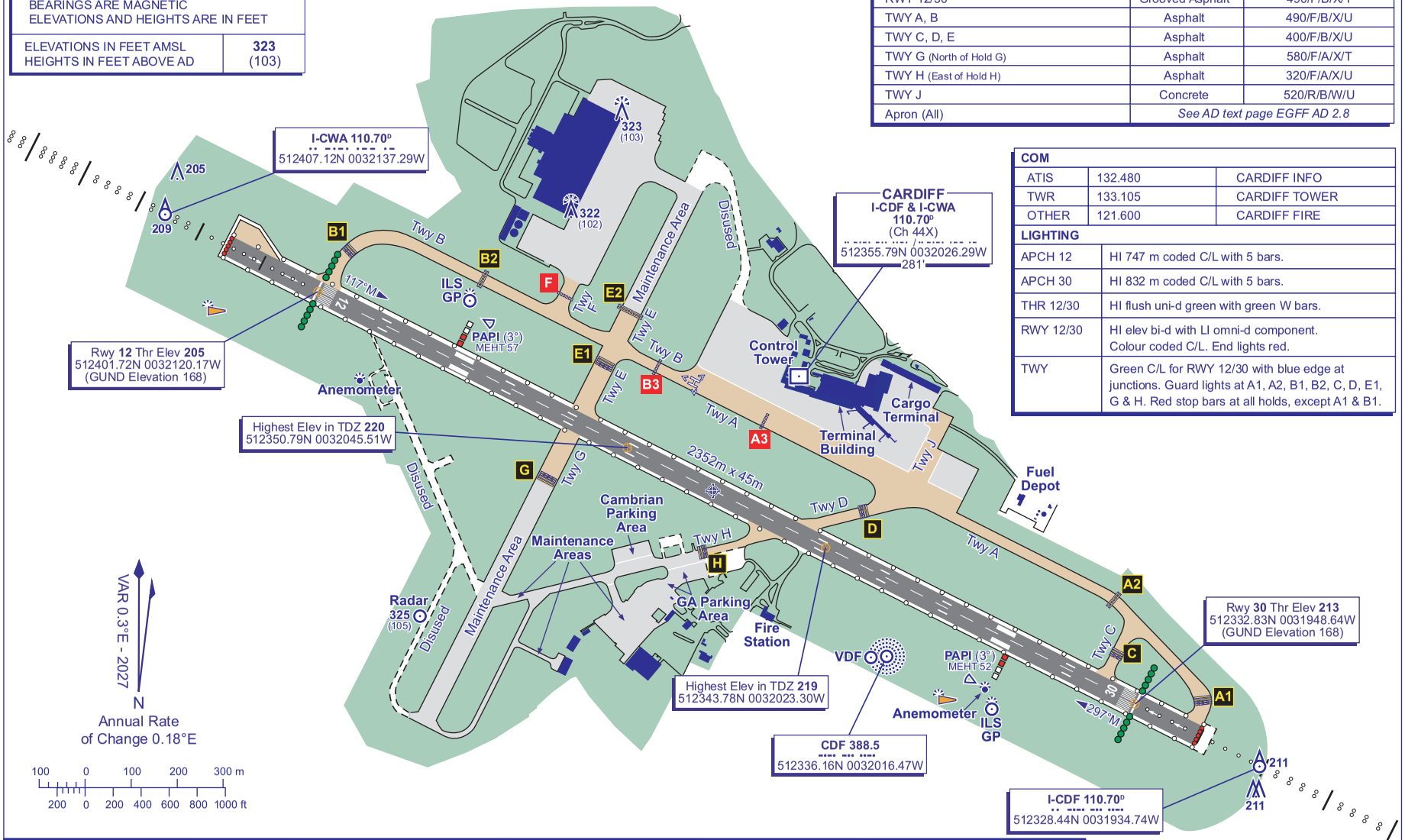
CARDIFF
EGFF

AERO INFO DATE 14 OCT 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 (13/26): DME COORD & ELEV. LOC COORDS. RWY LENGTH. RWY MARKINGS. TWY J. BUILDINGS & APRON EDITORIAL. HIGHEST ELEV IN TDZ COORDS.

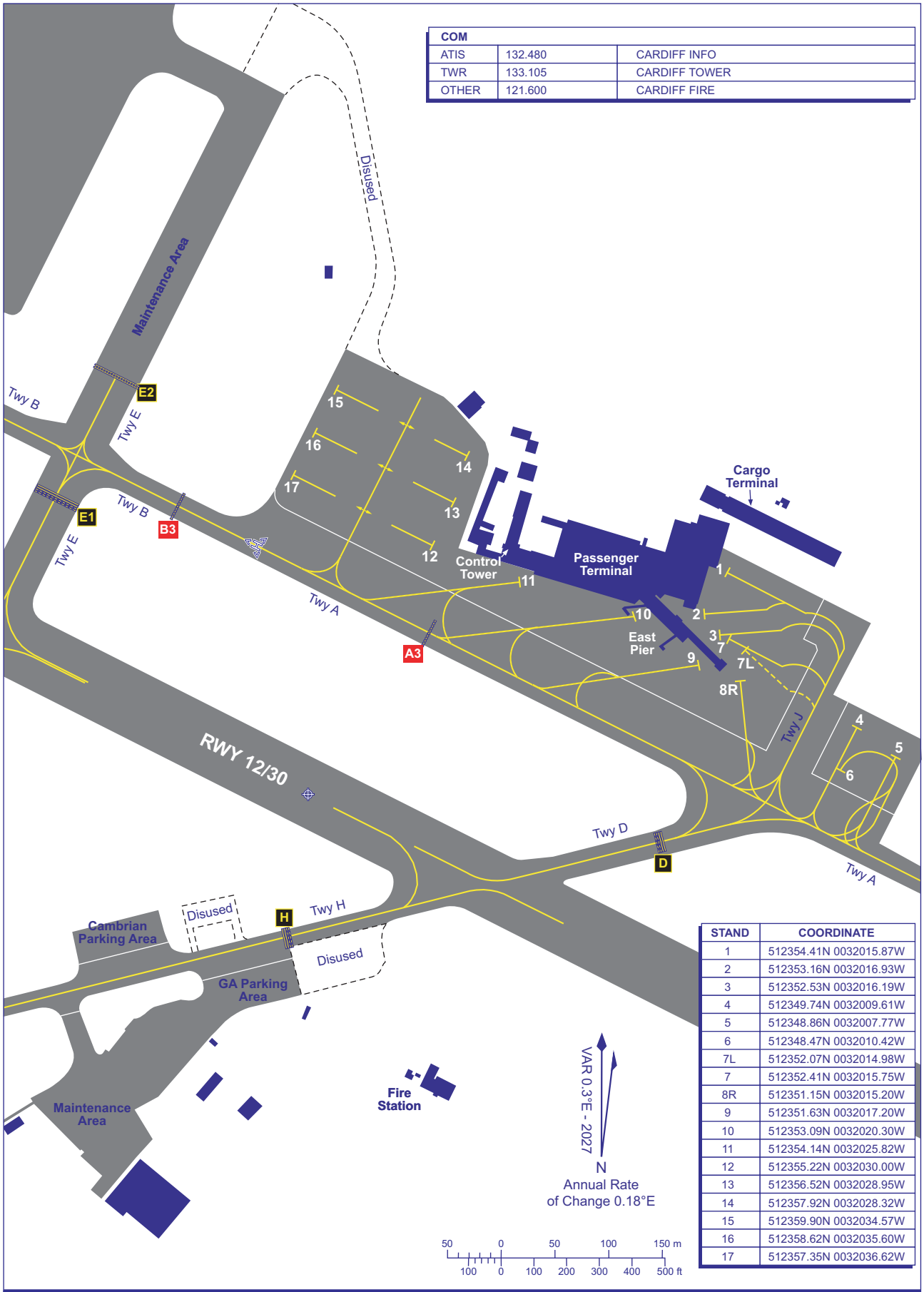
AIRCRAFT PARKING/DOCKING CHART - ICAO

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 0032009.61W
5	512348.86N 0032007.77W
6	512348.47N 0032010.42W
7L	512352.07N 0032014.98W
7	512352.41N 0032015.75W
8R	512351.15N 0032015.20W
9	512351.63N 0032017.20W
10	512353.09N 0032020.30W
11	512354.14N 0032025.82W
12	512355.22N 0032030.00W
13	512356.52N 0032028.95W
14	512357.92N 0032028.32W
15	512359.90N 0032034.57W
16	512358.62N 0032035.60W
17	512357.35N 0032036.62W

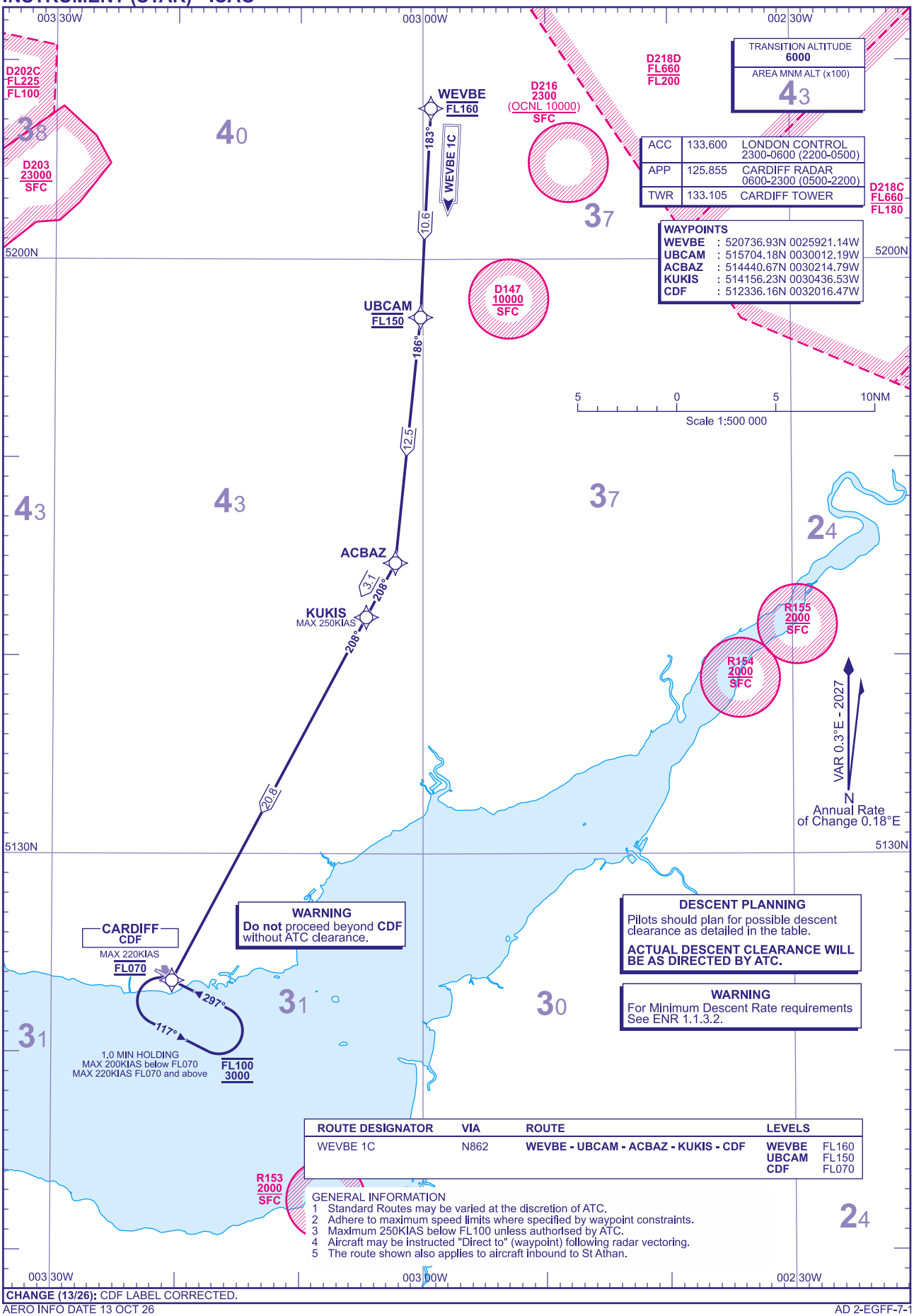
CHANGE (13/26): BUILDING & APRON EDITORIAL. STAND 8 REMOVED. STAND 4, 7, 9, 11, 12, 14, 15 & 17 COORDS.

AERO INFO DATE 15 OCT 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

CARDIFF WEVBE 1C



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
WEVBE 1C	N862	WEVBE - UBCAM - ACBAZ - KUKIS - CDF	WEVBE FL160 UBCAM FL150 CDF FL070

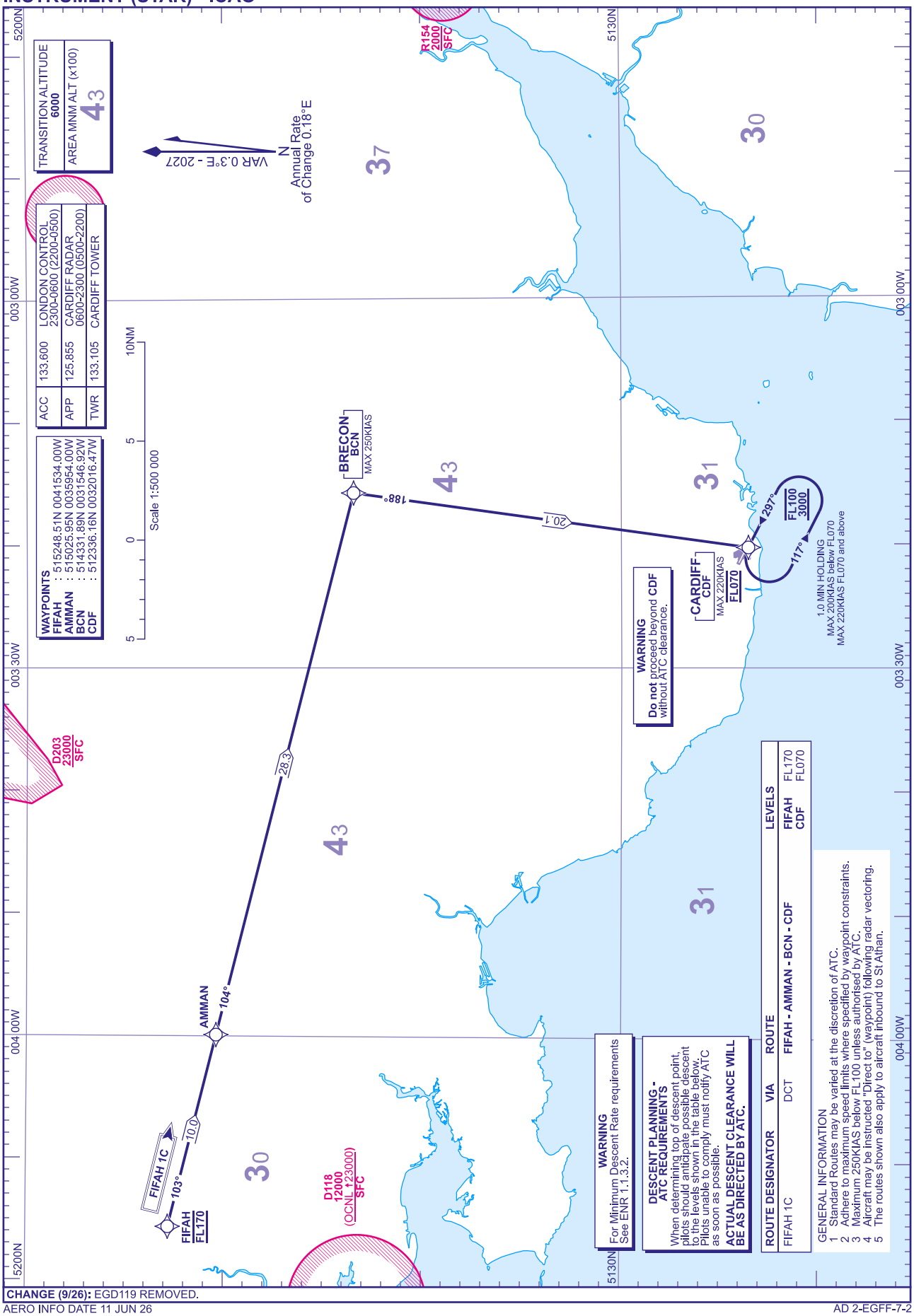
CHANGE (13/26): CDF LABEL CORRECTED.

AERO INFO DATE 13 OCT 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

CARDIFF FIFAH 1C



CHANGE (9/26): EGD119 REMOVED.

AERO INFO DATE 11 JUN 26

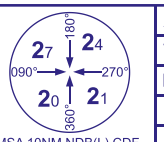
AD 2-EGFF-7-2

INSTRUMENT APPROACH CHART - ICAO

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



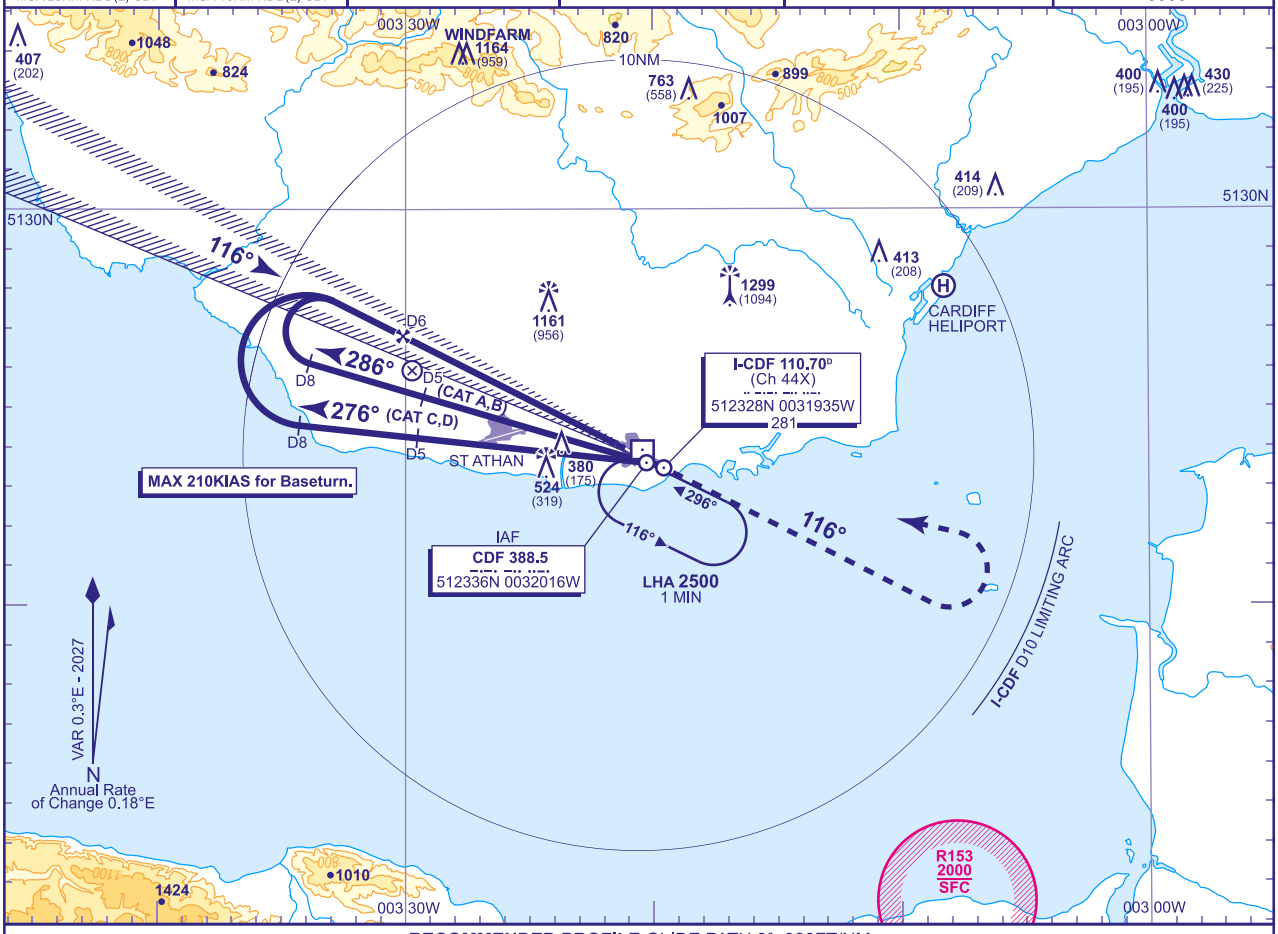
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

APP 119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	220
TWR 133.105	CARDIFF TOWER	THR ELEVATION	205
RAD 125.855	CARDIFF RADAR	OBSTACLE ELEVATION	
119.155 (LARS)		1299 AMSL (1094) (ABOVE THR)	
ATIS 132.480	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC	

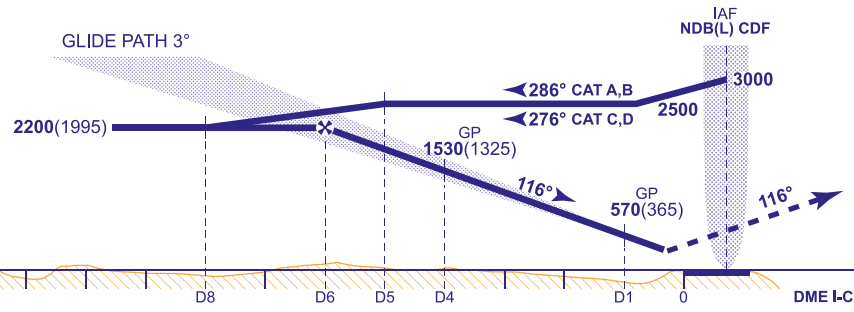
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

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

RDH 50



Climb straight ahead. On reaching **3000** or **I-CDF DME** 2 outbound (CAT A,B) or **I-CDF DME** 4 (CAT C,D) outbound whichever is later, turn left to return to **NDB(L) CDF** at **3000**. **(See Note 2)**

DME I-CDF zero ranged to THR RWY 12

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**350**(145)	**360**(155)	**373**(168)	**386**(181)
VM(C)OCA (OCH AAL)	Total Area	**680**(460)	**820**(600)	**1560**(1340)	**1690**(1470)
	SW of RWY 12/30	**680**(460)	**820**(600)	**920**(700)	**920**(700)

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

AIRCRAFT UNABLE TO RECEIVE DME I-CDF
Advise ATC. Radar ranges will be provided at 5NM and 8NM outbound and at 6NM and 4NM inbound.

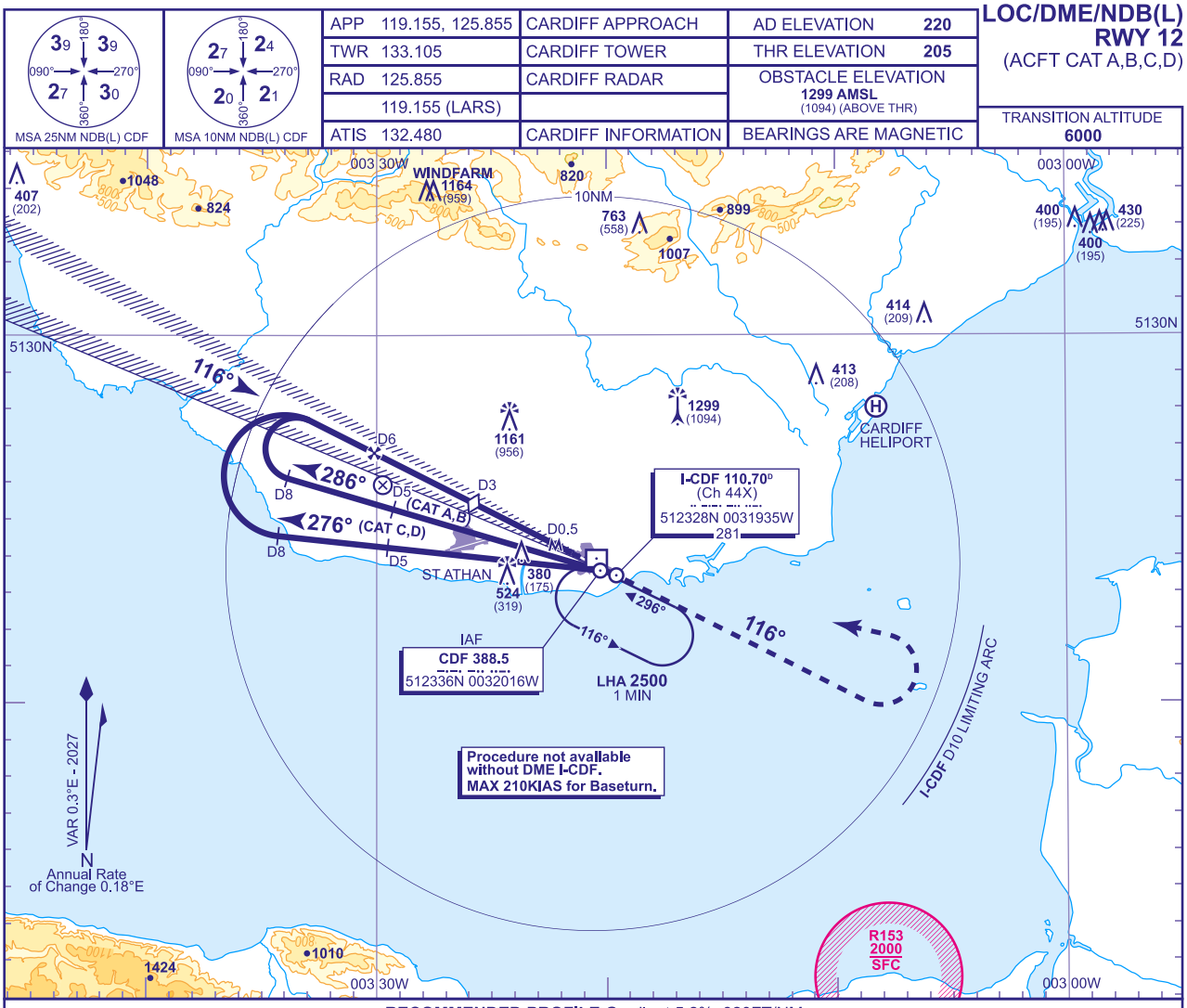
NOTE
1 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CDF may descend to **3000** after passing I-CDF DME 10.
2 Aircraft to remain within I-CDF DME 10 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify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

CHANGE (13/26): SPECIFICATION CHANGE. DME ELEVATION REVISED.

AERO INFO DATE 16 OCT 26
AD 2-EGFF-8-1

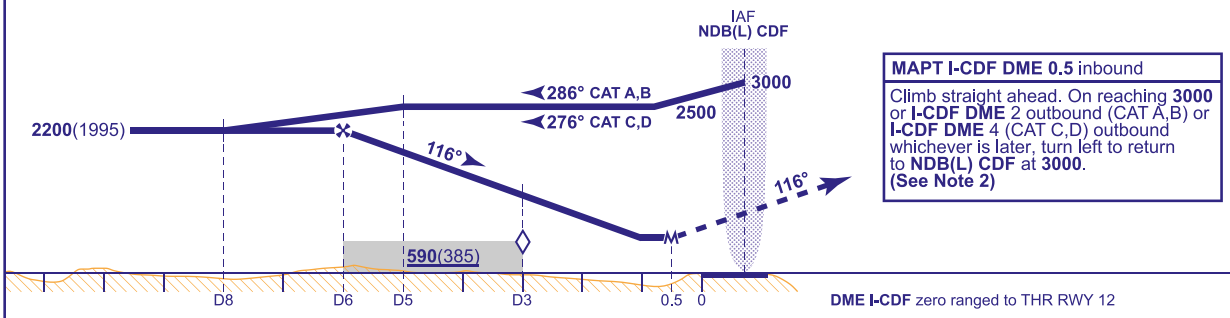
INSTRUMENT APPROACH CHART - ICAO

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



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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



MAPT I-CDF DME 0.5 inbound

Climb straight ahead. On reaching **3000** or **I-CDF DME** 2 outbound (CAT A,B) or **I-CDF DME** 4 (CAT C,D) outbound whichever is later, turn left to return to **NDB(L) CDF** at **3000**. **(See Note 2)**

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	470(265)	470(265)	510(305)	510(305)
VM(C)OCA (OCH AAL)	Total Area	680(460)	820(600)	1560(1340)	1690(1470)
	SW of RWY 12/30	680(460)	820(600)	920(700)	920(700)

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

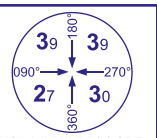
NOTE 1 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CDF may descend to **3000** after passing I-CDF DME 10.
2 Aircraft to remain within I-CDF DME 10 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify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

CHANGE (13/26): SPECIFICATION CHANGE. DME ELEVATION REVISED.

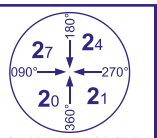
AERO INFO DATE 16 OCT 26 AD 2-EGFF-8-2

INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

APP 119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	220
TWR 133.105	CARDIFF TOWER	THR ELEVATION	205
RAD 125.855	CARDIFF RADAR	OBSTACLE ELEVATION	
119.155 (LARS)		1299 AMSL (1094) (ABOVE THR)	
ATIS 132.480	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC	

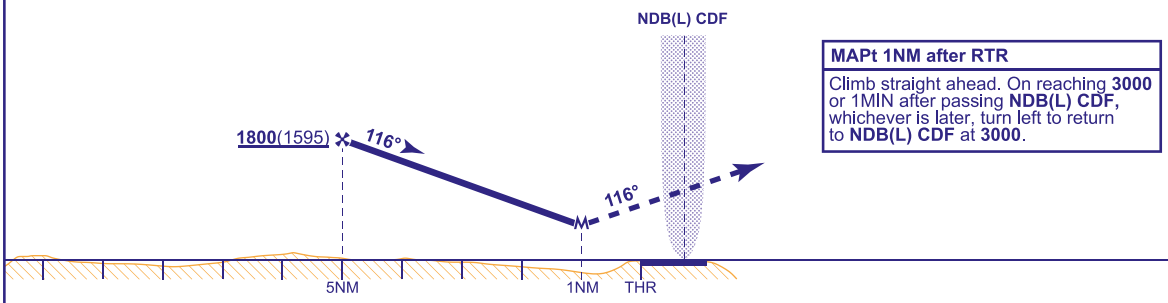
TRANSITION ALTITUDE **6000**



RADAR ADVISORY HEIGHTS Gradient 5.2%, 320FT/NM

NM	5.0	4.0	3.0	2.0
ALT(HGT)	**1800**(1595)	**1480**(1275)	**1160**(955)	**840**(635)

Initial and intermediate approach as directed by radar.



MAPt 1NM after RTR

Climb straight ahead. On reaching **3000** or 1MIN after passing **NDB(L) CDF**, whichever is later, turn left to return to **NDB(L) CDF** at **3000**.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	**770**(565)	**770**(565)	**770**(565)	**770**(565)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	**680**(460)	**820**(600)	**1560**(1340)	**1690**(1470)	RTR to MAPt	MIN/SEC	0:22	0:25	0:30	0:36	0:45
	SW of RWY 12/30	**680**(460)	**820**(600)	**920**(700)	**920**(700)							

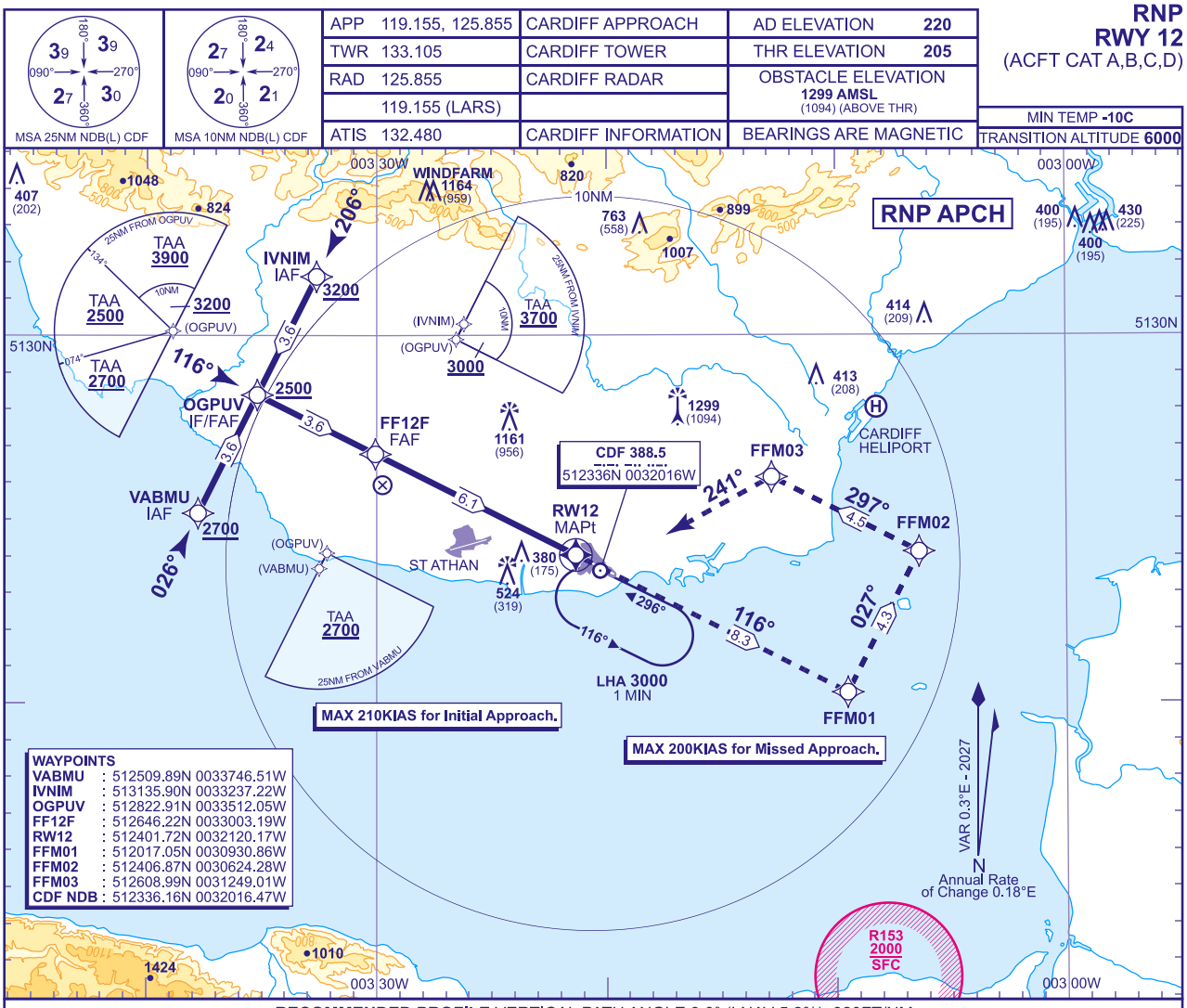
NOTE Radar Ranges measured to touchdown.

CHANGE (13/26): SPECIFICATION CHANGE.

AERO INFO DATE 13 OCT 26

INSTRUMENT APPROACH CHART - ICAO

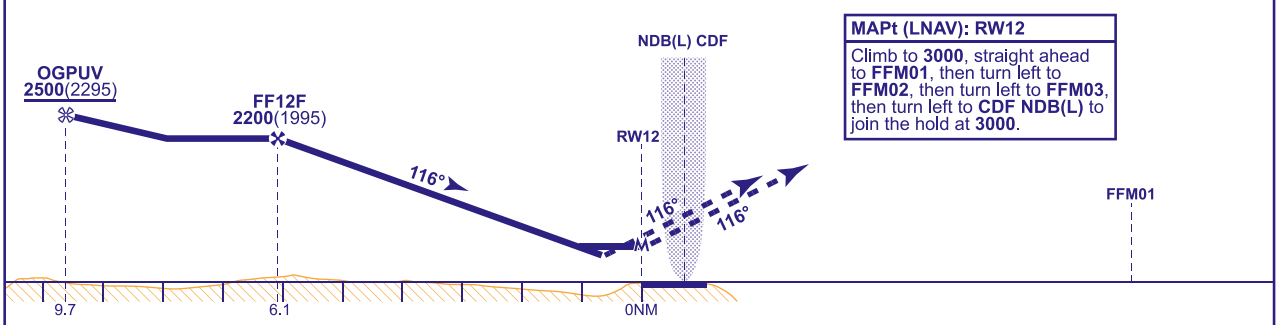
CARDIFF
RNP
RWY 12
(ACFT CAT A,B,C,D)



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

NM to RW12	6	5	4	3	2	1
ALT(HGT)	**2170**(1965)	**1850**(1645)	**1530**(1325)	**1210**(1005)	**890**(685)	**570**(365)

TCH 50



Aircraft Category		A	B	C	D
OCA (OCH)	LNAV	**590**(385)	**590**(385)	**590**(385)	**590**(385)
	LNAV/VNAV	**460**(255)	**470**(265)	**480**(275)	**490**(285)
VM(C)OCA (OCH AAL)	Total Area	**680**(460)	**820**(600)	**1560**(1340)	**1690**(1470)
	SW of RWY 12/30	**680**(460)	**820**(600)	**920**(700)	**920**(700)

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

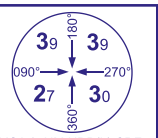
NOTE **NDB(L) CDF** required for missed approach hold.

CHANGE (13/26): SPECIFICATION CHANGE.

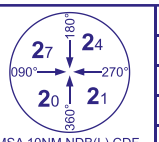
AERO INFO DATE 14 OCT 26 AD 2-EGFF-8-4

INSTRUMENT APPROACH CHART - ICAO

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



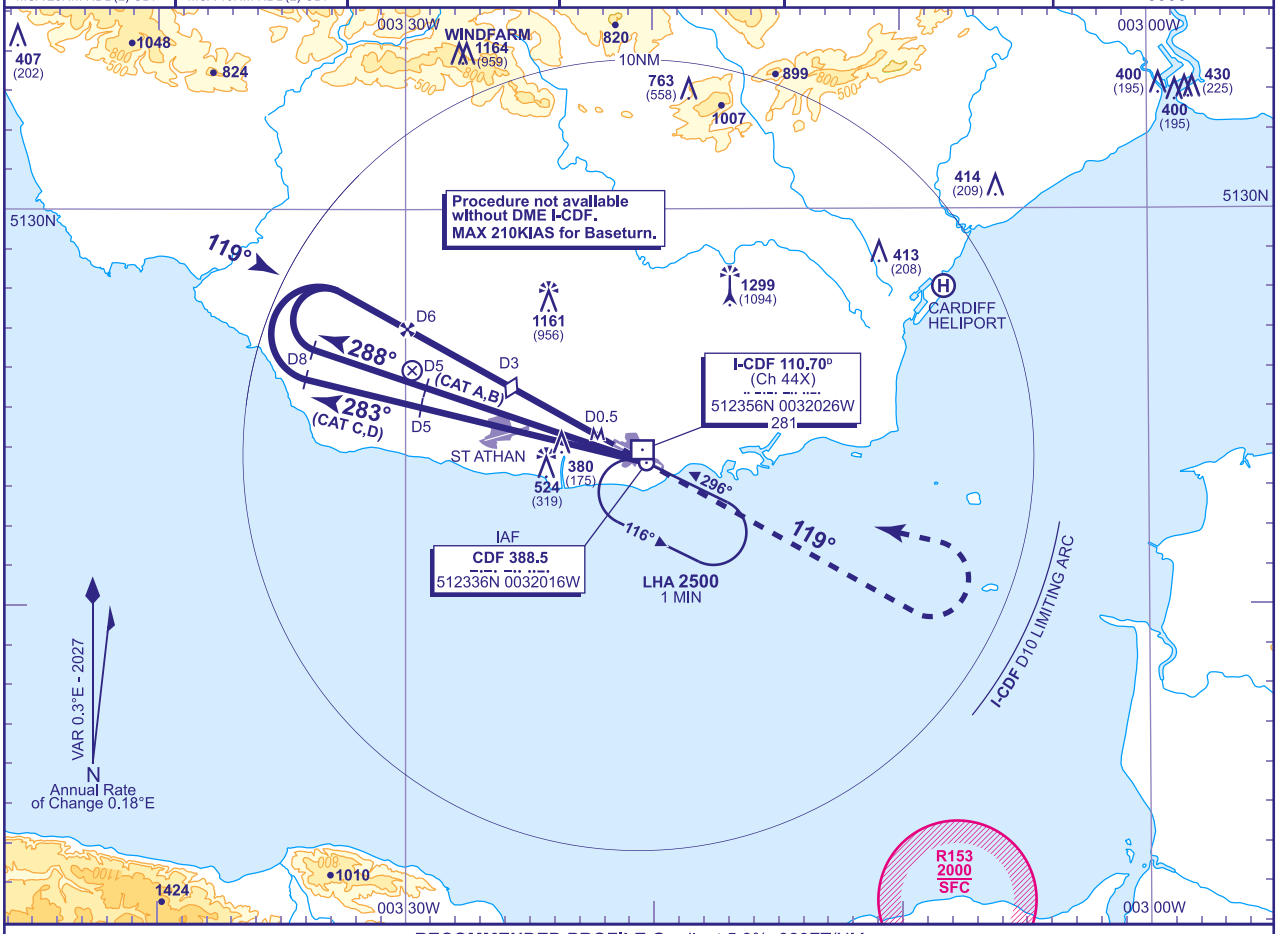
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

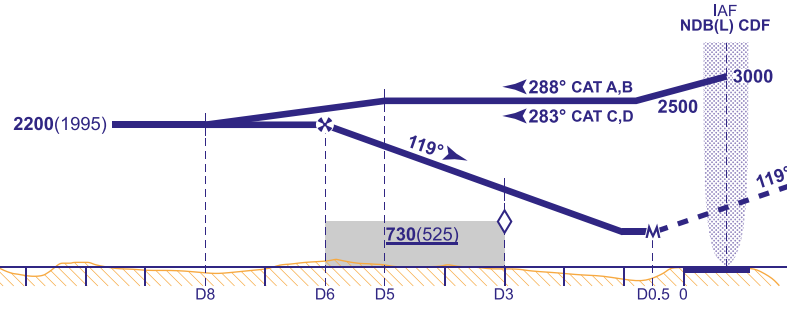
APP 119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	220
TWR 133.105	CARDIFF TOWER	THR ELEVATION	205
RAD 125.855	CARDIFF RADAR	OBSTACLE ELEVATION 1299 AMSL (1094) (ABOVE THR)	
119.155 (LARS)			
ATIS 132.480	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM

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



MAPT I-CDF DME 0.5 inbound

Climb straight ahead. On reaching **3000** or **I-CDF DME** 2 outbound (CAT A,B) or **I-CDF DME** 4 (CAT C,D) outbound whichever is later, turn left to return to **NDB(L) CDF** at **3000**. **(See Note 3)**

DME I-CDF zero ranged to THR RWY 12

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**630**(425)	**630**(425)	**630**(425)	**630**(425)
VM(C)OCA (OCH AAL)	Total Area	**680**(460)	**820**(600)	**1560**(1340)	**1690**(1470)
	SW of RWY 12/30	**680**(460)	**820**(600)	**920**(700)	**920**(700)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	760	650	540	430

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

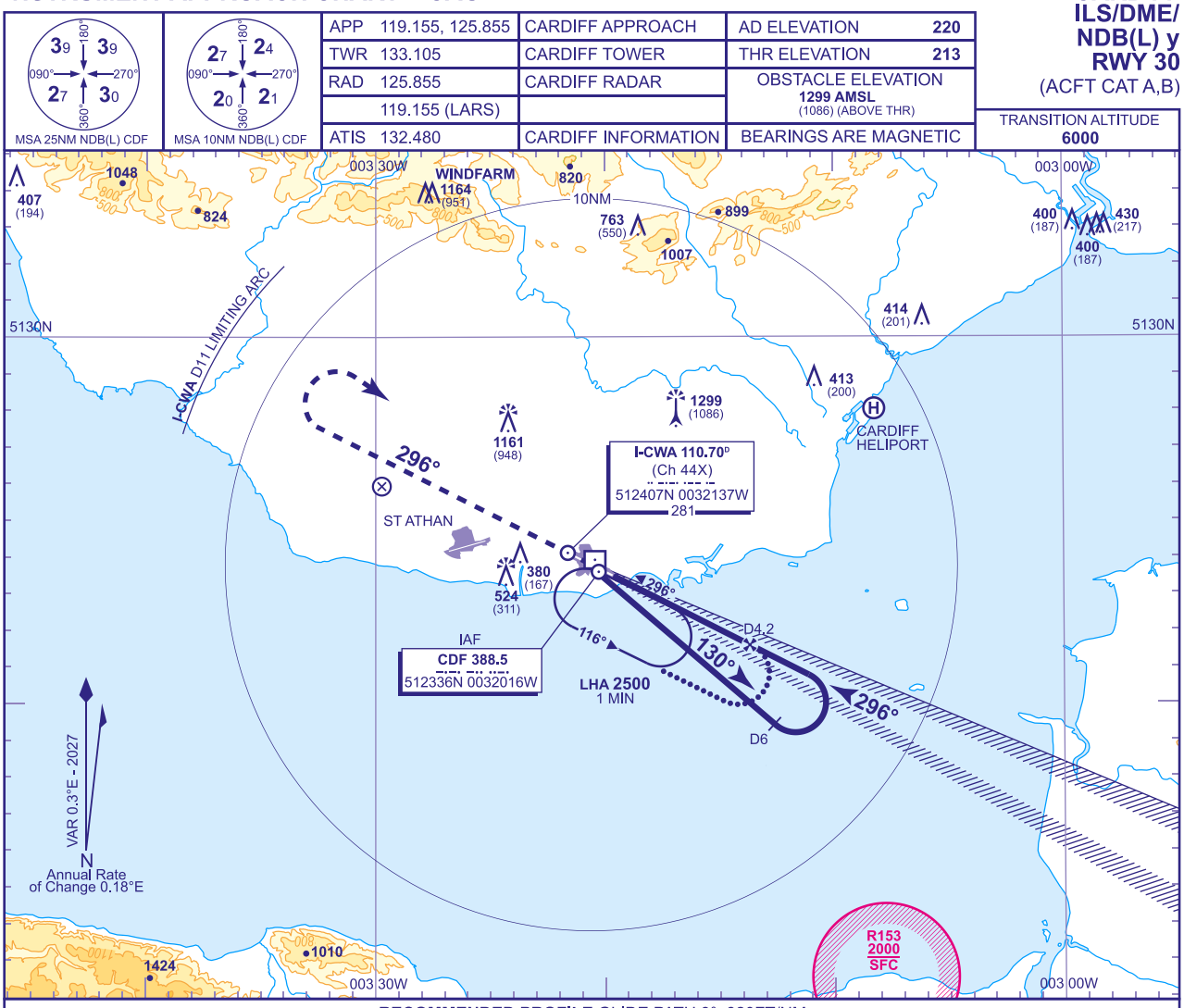
CHANGE (13/26): SPECIFICATION CHANGE. DME ELEVATION REVISED.

AERO INFO DATE 16 OCT 26
AD 2-EGFF-8-5

INSTRUMENT APPROACH CHART - ICAO

CARDIFF ILS/DME/ NDB(L) y RWY 30

(ACFT CAT A,B)

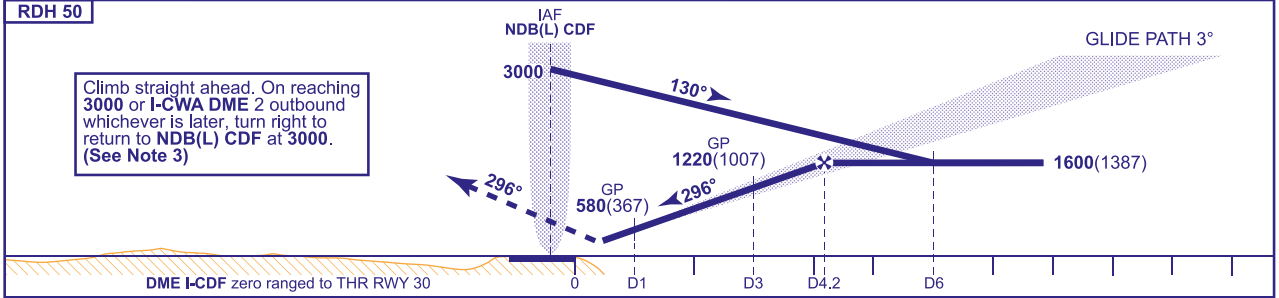


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-CWA	3	2	1
ALT(HGT)	**1220**(1007)	**900**(687)	**580**(367)

RDH 50

Climb straight ahead. On reaching **3000** or **I-CWA DME** 2 outbound whichever is later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 3)**



Aircraft Category		A	B
OCA (OCH)	CAT I	**378**(165)	**388**(175)
VM(C)OCA (OCH AAL)	Total Area	**680**(460)	**820**(600)

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

ALTERNATE PROCEDURE EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 5 descending to **1600**(1387) then proceed as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-CWA
Advise ATC. As for main and alternate procedures except fly outbound leg for 2.5 MIN and when established descend to DH. Radar ranges will be provided at 6NM outbound and at 4NM and 2NM inbound.

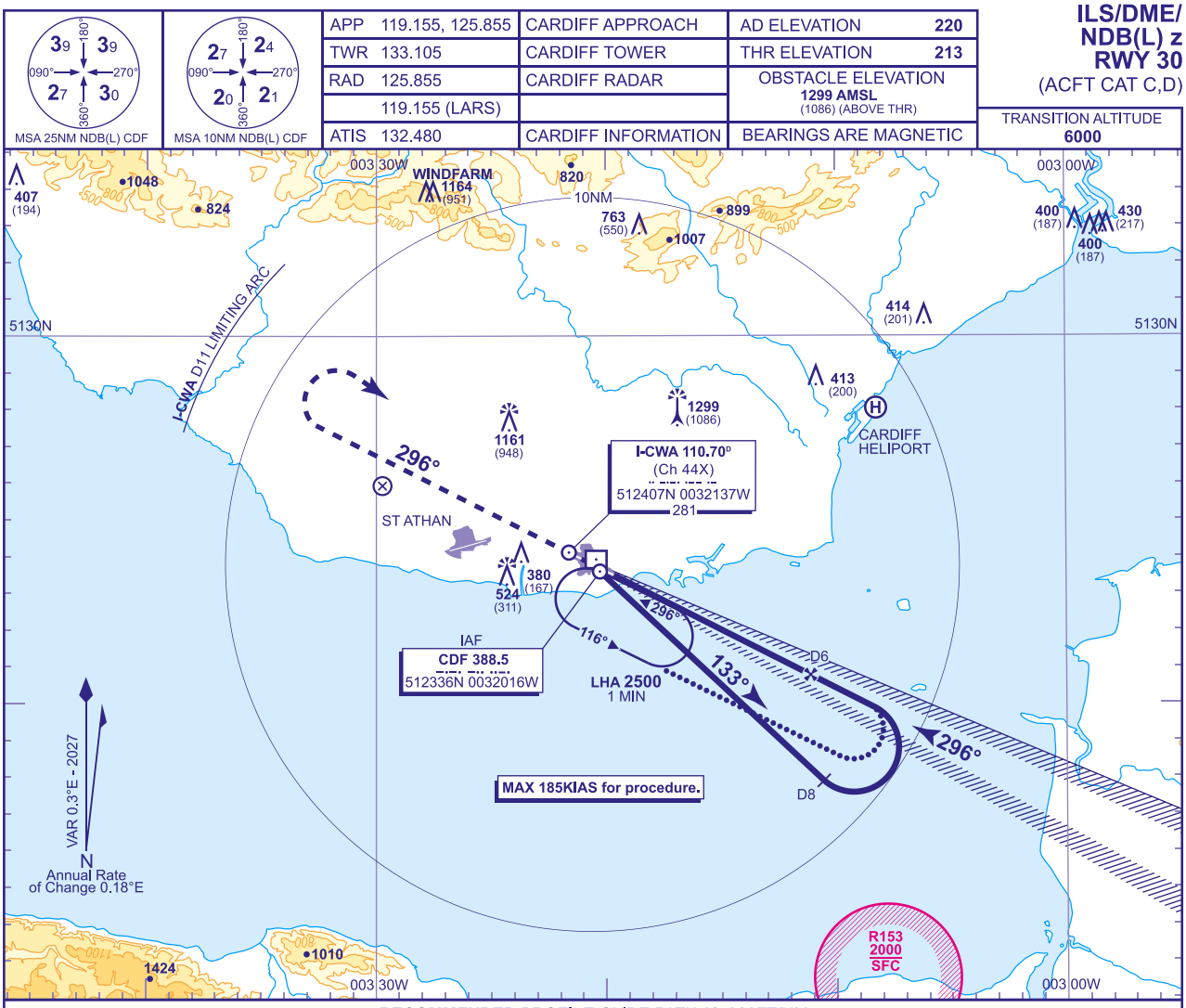
NOTE
1 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
2 Timed procedure not available without radar monitoring.
3 Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

CHANGE (13/26): SPECIFICATION CHANGE. NOTE REMOVED. DME ELEVATION REVISED.

AERO INFO DATE 16 OCT 26 AD 2-EGFF-8-6

INSTRUMENT APPROACH CHART - ICAO

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

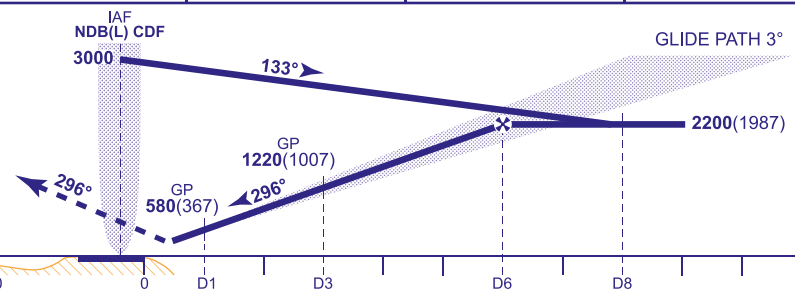


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

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

RDH 50

Climb straight ahead. On reaching **3000** or **I-CWA DME** 4 outbound whichever is later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 3)**



Aircraft Category		C	D
OCA(OCH)	CAT I	**400**(187)	**411**(198)
VM(C)OCA (OCH AAL)	Total Area	**1560**(1340)	**1690**(1470)
	SW of RWY 12/30	**920**(700)	**920**(700)

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

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

AIRCRAFT UNABLE TO RECEIVE DME I-CWA
Advise ATC. As for main and alternate procedures except fly outbound leg for 2.5 MIN and when established descend to DH. Radar ranges will be provided at 8NM outbound and at 6NM inbound.

NOTE
1 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
2 Timed procedure not available without radar monitoring.
3 Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

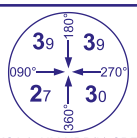
CHANGE (13/26): SPECIFICATION CHANGE. NOTE REMOVED. DME ELEVATION REVISED.

AERO INFO DATE 16 OCT 26
AD 2-EGFF-8-7

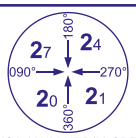
INSTRUMENT APPROACH CHART - ICAO

CARDIFF LOC/DME/ NDB(L) y RWY 30

(ACFT CAT A,B)



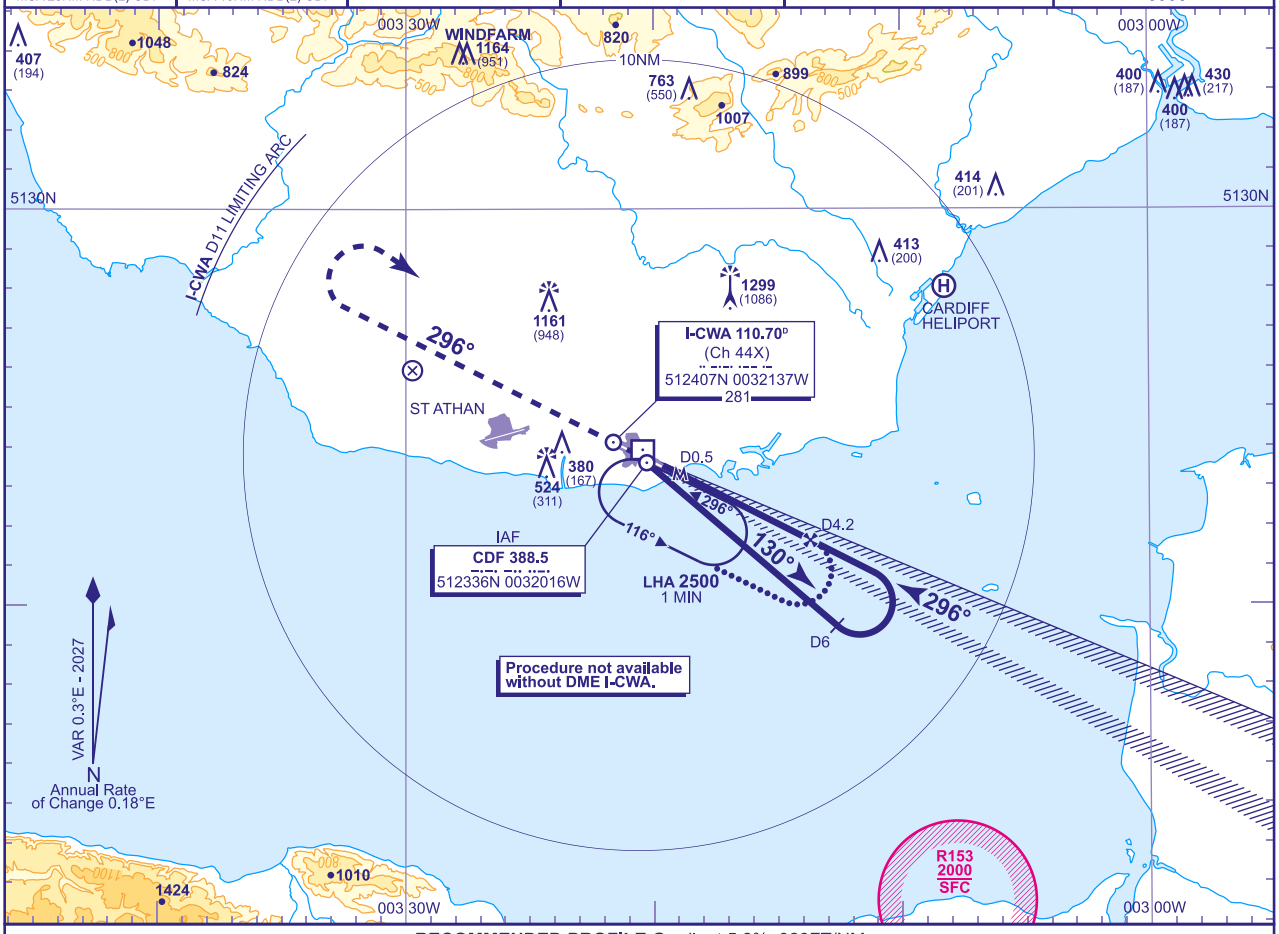
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

APP 119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	220
TWR 133.105	CARDIFF TOWER	THR ELEVATION	213
RAD 125.855	CARDIFF RADAR	OBSTACLE ELEVATION 1299 AMSL (1086) (ABOVE THR)	
119.155 (LARS)			
ATIS 132.480	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

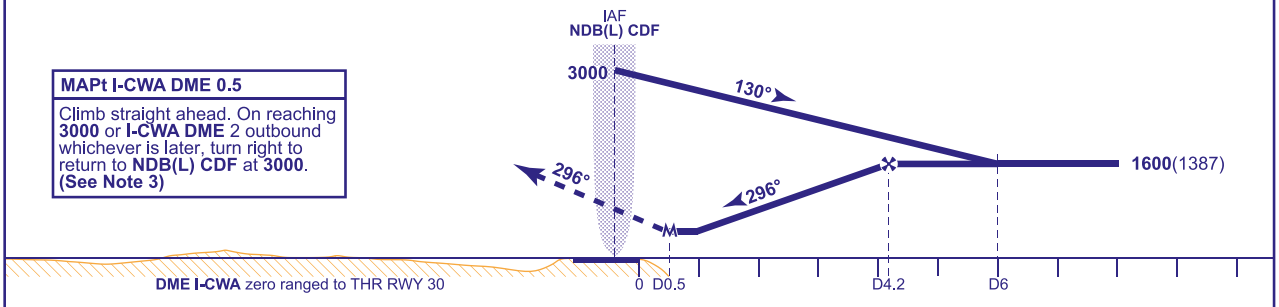


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-CWA	3	2	1
ALT(HGT)	**1220**(1007)	**900**(687)	**580**(367)

MAPt I-CWA DME 0.5

Climb straight ahead. On reaching **3000** or **I-CWA DME** 2 outbound whichever is later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 3)**



Aircraft Category		A	B
OCA (OCH)	Procedure	**500**(287)	**500**(287)
VM(C)OCA (OCH AAL)	Total Area	**680**(460)	**820**(600)

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

ALTERNATE PROCEDURE EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 5 descending to **1600**(1387) then proceed as for main procedure.

NOTE
1 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
2 Timed procedure not available without radar monitoring.
3 Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

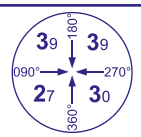
CHANGE (13/26): SPECIFICATION CHANGE. NOTE REMOVED. DME ELEVATION REVISED.

AERO INFO DATE 16 OCT 26 AD 2-EGFF-8-8

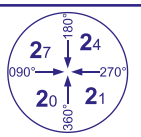
INSTRUMENT APPROACH CHART - ICAO

CARDIFF LOC/DME/ NDB(L) z RWY 30

(ACFT CAT C,D)



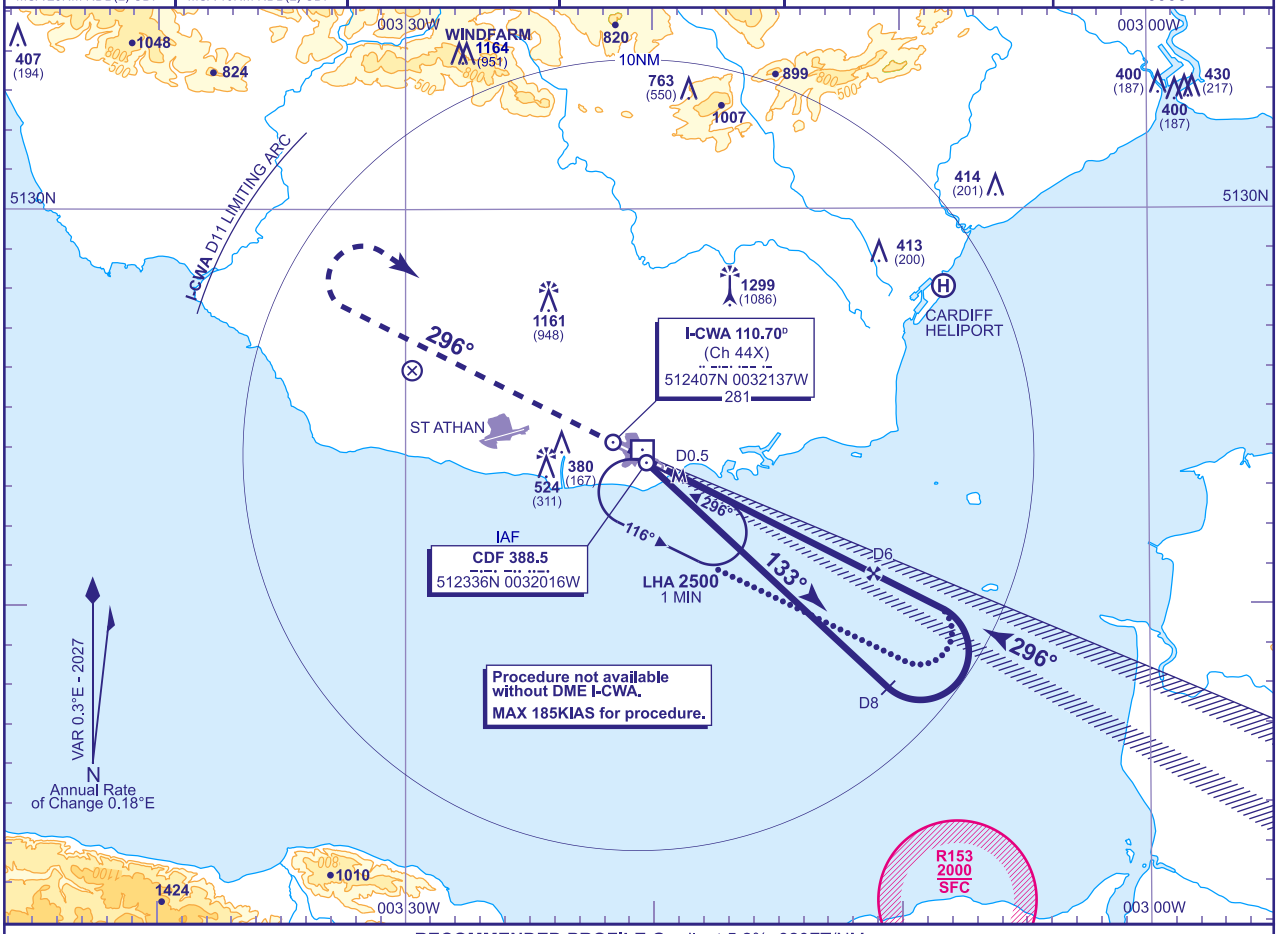
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

APP 119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	220
TWR 133.105	CARDIFF TOWER	THR ELEVATION	213
RAD 125.855	CARDIFF RADAR	OBSTACLE ELEVATION 1299 AMSL (1086) (ABOVE THR)	
119.155 (LARS)			
ATIS 132.480	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 6000

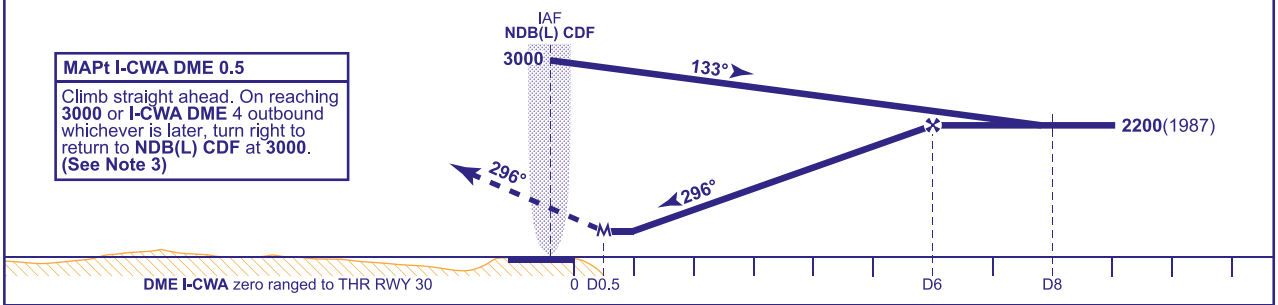


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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

MAPt I-CWA DME 0.5

Climb straight ahead. On reaching **3000** or **I-CWA DME** 4 outbound whichever is later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 3)**



Aircraft Category		C	D
OCA (OCH)	Procedure	**500**(287)	**500**(287)
VM(C)OCA (OCH AAL)	Total Area	**1560**(1340)	**1690**(1470)
	SW of RWY 12/30	**920**(700)	**920**(700)

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

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

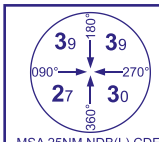
NOTE
1 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CDF may descend to **3000** after passing I-CDF DME 10.
2 Timed procedure not available without radar monitoring.
3 Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

CHANGE (13/26): SPECIFICATION CHANGE. NOTE REMOVED. DME ELEVATION REVISED.

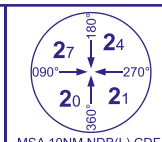
AERO INFO DATE 16 OCT 26

INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

APP 119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	**220**
TWR 133.105	CARDIFF TOWER	THR ELEVATION	**213**
RAD 125.855	CARDIFF RADAR	OBSTACLE ELEVATION **1299 AMSL** (1086) (ABOVE THR)	
119.155 (LARS)			
ATIS 132.480	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

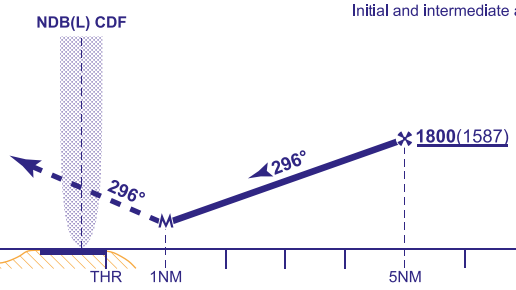


RADAR ADVISORY HEIGHTS GRADIENT 5.2%, 320FT/NM

NM	5.0	4.0	3.0	2.0
ALT(HGT)	**1800**(1587)	**1480**(1267)	**1170**(957)	**850**(637)

Initial and intermediate approach as directed by radar.

MAPt 1NM after RTR
Climb straight ahead. On reaching **3000** or 1 MIN after passing **NDB(L) CDF**, whichever is the later, turn right to return to **NDB(L) CDF** at **3000**.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	2.5% MAP	**770**(557)	**770**(557)	**770**(557)	**770**(557)		FT/MIN	850	740	640	530	420
	3.5% MAP	**620**(407)	**620**(407)	**620**(407)	**620**(407)	RTR to MAPt	MIN/SEC	0:22	0:25	0:30	0:36	0:45
VM(C)OCA (OCH AAL)	Total Area	**680**(460)	**820**(600)	**1560**(1340)	**1690**(1470)							
	SW of RWY 12/30	**680**(460)	**820**(600)	**920**(700)	**920**(700)							

NOTE 1 Radar Ranges measured to touchdown.

CHANGE (13/26): SPECIFICATION CHANGE. NOTE REMOVED.

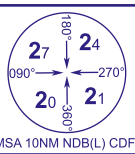
AERO INFO DATE 13 OCT 26

INSTRUMENT APPROACH CHART - ICAO

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



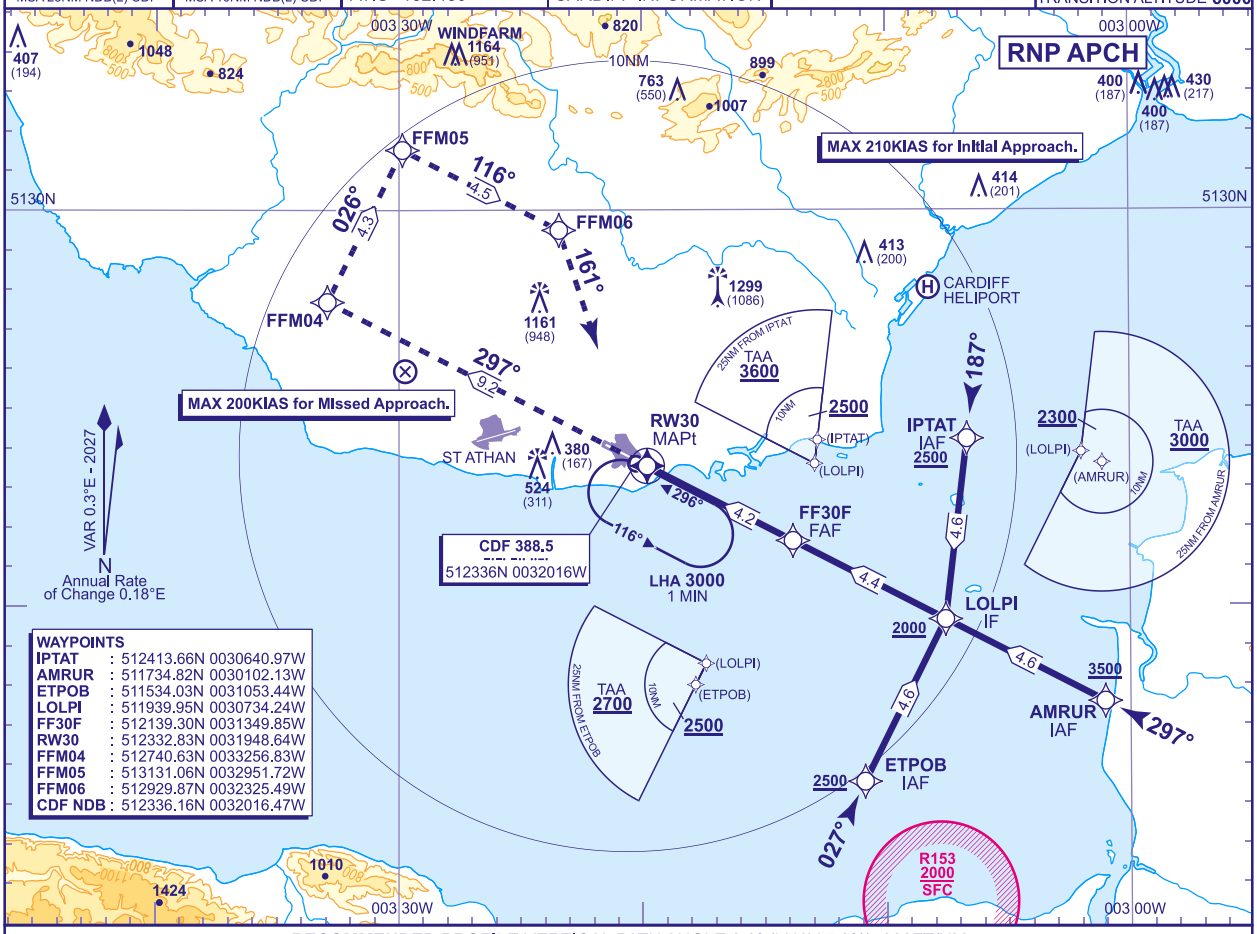
MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

APP 119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	220
TWR 133.105	CARDIFF TOWER	THR ELEVATION	213
RAD 125.855	CARDIFF RADAR	OBSTACLE ELEVATION 1299 AMSL (1086) (ABOVE THR)	
119.155 (LARS)			
ATIS 132.480	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC	

MIN TEMP **-10°C**
TRANSITION ALTITUDE **6000**



WAYPOINTS

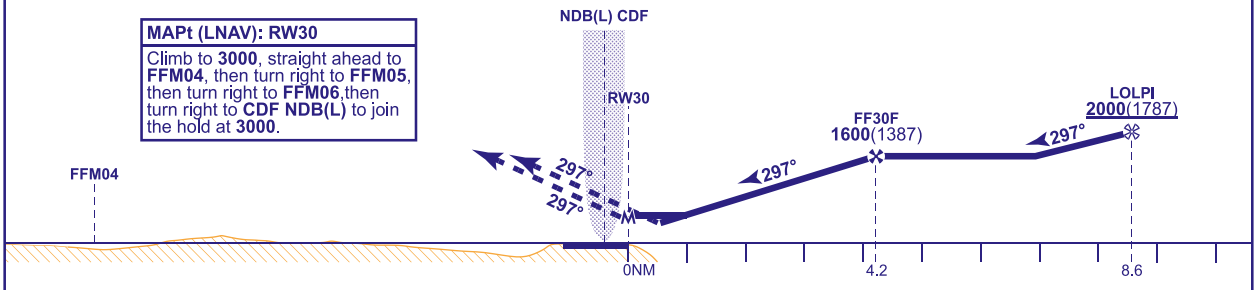
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AMRUR	511734.82N 0030102.13W
ETPOB	511534.03N 0031053.44W
LOLPI	511939.95N 0030734.24W
FF30F	512139.30N 0031349.85W
RW30	512332.83N 0031948.64W
FFM04	512740.63N 0033256.83W
FFM05	513131.06N 0032951.72W
FFM06	512929.87N 0032325.49W
CDF NDB	512336.16N 0032016.47W

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

NM to RW30	4	3	2	1
ALT(HGT)	**1540**(1327)	**1220**(1007)	**900**(687)	**580**(367)

TCH 50

MAPt (LNAV): RW30
Climb to **3000**, straight ahead to **FFM04**, then turn right to **FFM05**, then turn right to **FFM06**,then turn right to **CDF NDB(L)** to join the hold at **3000**.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**LNAV**	**540**(327)	**540**(327)	**540**(327)	**540**(327)
	LNAV/VNAV	**470**(257)	**470**(257)	**470**(257)	**470**(257)
VM(C)OCA (OCH AAL)	**Total Area**	**680**(460)	**820**(600)	**1560**(1340)	**1690**(1470)
	SW of RWY 12/30	**680**(460)	**820**(600)	**920**(700)	**920**(700)

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

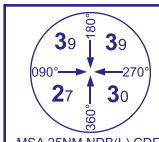
NOTE **NDB(L) CDF** required for missed approach.

CHANGE (13/26): SPECIFICATION CHANGE.

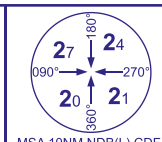
AERO INFO DATE 14 OCT 26
AD 2-EGFF-8-11

INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

APP	119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	**220**	TRANSITION ALTITUDE **6000**
TWR	133.105	CARDIFF TOWER	THR ELEVATION	**213**	
RAD	125.855	CARDIFF RADAR	OBSTACLE ELEVATION **1299 AMSL** (1086) (ABOVE THR)		
	119.155 (LARS)				
ATIS	132.480	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC		

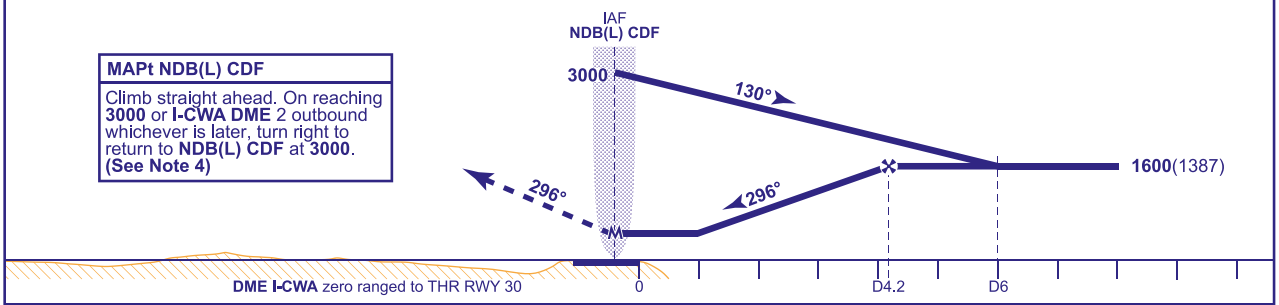


RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM

DME I-CWA	3	2	1
ALT(HGT)	**1230**(1017)	**910**(697)	**590**(377)

MAPt NDB(L) CDF

Climb straight ahead. On reaching **3000** or **I-CWA DME** 2 outbound whichever is later, turn right to return to **NDB(L) CDF** at **3000**. **(See Note 4)**



Aircraft Category		A	B
OCA (OCH)	WITH DME	**570**(357)	**570**(357)
	NO DME	**620**(407)	**620**(407)
VM(C)OCA (OCH AAL)	Total Area	**680**(460)	**820**(600)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	750	650	540	430

ALTERNATE PROCEDURE EXTENDED HOLDING PATTERN
Extend outbound leg of the NDB(L) CDF holding pattern to I-CWA DME 5 descending to **1600**(1387) then proceed as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-CWA
As for main and alternate procedures except fly outbound leg for 2.5 MIN and when established descend to MDH. Radar ranges will be passed at 6NM outbound and 4NM inbound.

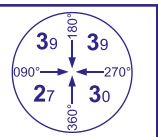
NOTE
1. FAT offset 1° from RWY C/L.
2. Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
3. Timed procedure not available without radar monitoring.
4. Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

CHANGE (13/26): SPECIFICATION CHANGE. NOTE REMOVED. DME ELEVATION REVISED.

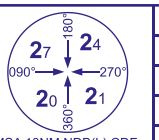
AERO INFO DATE 16 OCT 26 AD 2-EGFF-8-12

INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM NDB(L) CDF



MSA 10NM NDB(L) CDF

APP	119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	220	
TWR	133.105	CARDIFF TOWER	THR ELEVATION	213	
RAD	125.855	CARDIFF RADAR	OBSTACLE ELEVATION		
	119.155 (LARS)		1299 AMSL (1086) (ABOVE THR)		
ATIS	132.480	CARDIFF INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**

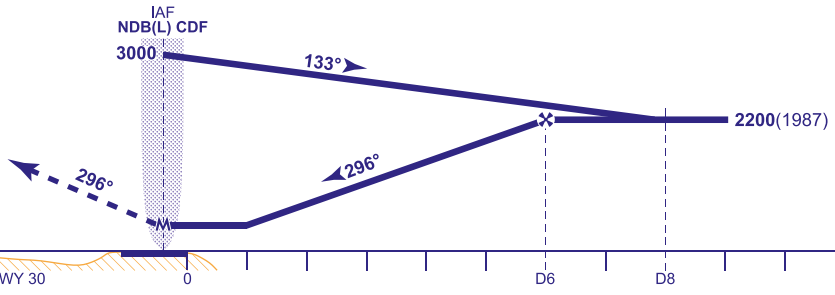


RECOMMENDED PROFILE Gradient 5.3%, 320FT/NM

DME I-CWA	5	4	3	2	1
ALT(HGT)	**1880**(1667)	**1550**(1337)	**1230**(1017)	**910**(697)	**590**(377)

MAPt NDB(L) CDF

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



Aircraft Category		C	D
OCA (OCH)	WITH DME	**570**(357)	**570**(357)
	NO DME	**620**(407)	**620**(407)
VM(C)OCA (OCH AAL)	Total Area	**1560**(1340)	**1690**(1470)
	SW of RWY 12/30	**920**(700)	**920**(700)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	750	650	540	430

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

AIRCRAFT UNABLE TO RECEIVE DME I-CWA As for main and alternate procedures except substitute 2.5 MIN for distance on outbound leg and when established on FAT, descend to MDH. Radar ranges will be passed at 8NM outbound and 6NM inbound.

NOTE
1 FAT offset 1° from RWY C/L.
2 Subject to ATC approval, aircraft inbound to NDB(L) CDF and receiving DME I-CWA may descend to **3000** after passing I-CWA DME 10.
3 Timed procedure not available without radar monitoring.
4 Aircraft to remain within I-CWA DME 11 during the missed approach turn in order to be contained within Cardiff controlled airspace. If unable to comply, notify ATC.

CHANGE (13/26): SPECIFICATION CHANGE. NOTE REMOVED. DME ELEVATION REVISED.

AERO INFO DATE 16 OCT 26

Instrument Approach Procedure Coding Tables

CARDIFF RNP RWY 12 - Instrument Approach Procedure via VABMU

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
R12R	001	IF	VABMU	N	-	-	2700	-210	512509.89N 0033746.51W	IAF
R12R	002	TF	OGPUV	N	026° (026.6°)	RIGHT	2500	-	512822.91N 0033512.05W	IF / 9.7NM
R12R	003	TF	FF12F	N	116° (116.6°)	-	2200	-	512646.22N 0033003.19W	FAF / 6.1NM
R12R	004	TF	RW12	Y	116° (116.6°)	-	-	-	512401.72N 0032120.17W	MAPt
R12R	005	TF	FFM01	N	116° (116.8°)	LEFT	-	-200	512017.05N 0030930.86W	-
R12R	006	TF	FFM02	N	027° (026.9°)	LEFT	-	-200	512406.87N 0030624.28W	-
R12R	007	TF	FFM03	N	297° (297.0°)	LEFT	-	-200	512608.99N 0031249.01W	-
R12R	008	TF	CDF	N	241° (241.4°)	-	3000	-200	512336.16N 0032016.47W	CONVENTIONAL HOLD

CARDIFF RNP RWY 12 - Instrument Approach Procedure via OGPUV

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
R12C	001	IF	OGPUV	N	-	-	2500	-	512822.91N 0033512.05W	IF / 9.7NM
R12C	002	TF	FF12F	N	116° (116.6°)	-	2200	-	512646.22N 0033003.19W	FAF / 6.1NM
R12C	003	TF	RW12	Y	116° (116.6°)	-	-	-	512401.72N 0032120.17W	MAPt
R12C	004	TF	FFM01	N	116° (116.8°)	LEFT	-	-200	512017.05N 0030930.86W	-
R12C	005	TF	FFM02	N	027° (026.9°)	LEFT	-	-200	512406.87N 0030624.28W	-
R12C	006	TF	FFM03	N	297° (297.0°)	LEFT	-	-200	512608.99N 0031249.01W	-
R12C	007	TF	CDF	N	241° (241.4°)	-	3000	-200	512336.16N 0032016.47W	CONVENTIONAL HOLD

CARDIFF RNP RWY 12 - Instrument Approach Procedure via IVNIM

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
R12L	001	IF	IVNIM	N	-	-	3200	-210	513135.90N 0033237.22W	IAF
R12L	002	TF	OGPUV	N	206° (206.6°)	LEFT	2500	-	512822.91N 0033512.05W	IF / 9.7NM
R12L	003	TF	FF12F	N	116° (116.6°)	-	2200	-	512646.22N 0033003.19W	FAF / 6.1NM
R12L	004	TF	RW12	Y	116° (116.6°)	-	-	-	512401.72N 0032120.17W	MAPt
R12L	005	TF	FFM01	N	116° (116.8°)	LEFT	-	-200	512017.05N 0030930.86W	-
R12L	006	TF	FFM02	N	027° (026.9°)	LEFT	-	-200	512406.87N 0030624.28W	-
R12L	007	TF	FFM03	N	297° (297.0°)	LEFT	-	-200	512608.99N 0031249.01W	-
R12L	008	TF	CDF	N	241° (241.4°)	-	3000	-200	512336.16N 0032016.47W	CONVENTIONAL HOLD

CHANGE (13/26): SPECIFICATION CHANGE.
AERO INFO DATE 19 OCT 26

Instrument Approach Procedure Coding Tables

CARDIFF RNP RWY 30 - Instrument Approach Procedure via IPTAT

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
R30R	001	IF	IPTAT	N	-	-	2500	-210	512413.66N 0030640.97W	IAF
R30R	002	TF	LOLPI	N	187° (187.0°)	RIGHT	2000	-	511939.95N 0030734.24W	IF / 8.6NM
R30R	003	TF	FF30F	N	297° (296.9°)	-	1600	-	512139.30N 0031349.85W	FAF / 4.2NM
R30R	004	TF	RW30	Y	297° (296.9°)	-	-	-	512332.83N 0031948.64W	MAPt
R30R	005	TF	FFM04	N	297° (296.8°)	RIGHT	-	-200	512740.63N 0033256.83W	-
R30R	006	TF	FFM05	N	026° (026.6°)	RIGHT	-	-200	513131.06N 0032951.72W	-
R30R	007	TF	FFM06	N	116° (116.7°)	RIGHT	-	-200	512929.87N 0032325.49W	-
R30R	008	TF	CDF	N	161° (161.5°)	-	3000	-200	512336.16N 0032016.47W	CONVENTIONAL HOLD

CARDIFF RNP RWY 30 - Instrument Approach Procedure via AMRUR

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
R30C	001	IF	AMRUR	N	-	-	3500	-210	511734.82N 0030102.13W	IAF
R30C	002	TF	LOLPI	N	297° (297.0°)	-	2000	-	511939.95N 0030734.24W	IF / 8.6NM
R30C	003	TF	FF30F	N	297° (296.9°)	-	1600	-	512139.30N 0031349.85W	FAF / 4.2NM
R30C	004	TF	RW30	Y	297° (296.9°)	-	-	-	512332.83N 0031948.64W	MAPt
R30C	005	TF	FFM04	N	297° (296.8°)	RIGHT	-	-200	512740.63N 0033256.83W	-
R30C	006	TF	FFM05	N	026° (026.6°)	RIGHT	-	-200	513131.06N 0032951.72W	-
R30C	007	TF	FFM06	N	116° (116.7°)	RIGHT	-	-200	512929.87N 0032325.49W	-
R30C	008	TF	CDF	N	161° (161.5°)	-	3000	-200	512336.16N 0032016.47W	CONVENTIONAL HOLD

CARDIFF RNP RWY 30 - Instrument Approach Procedure via ETPOB

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
R30L	001	IF	ETPOB	N	-	-	2500	-210	511534.03N 0031053.44W	IAF
R30L	002	TF	LOLPI	N	027° (026.9°)	LEFT	2000	-	511939.95N 0030734.24W	IF / 8.6NM
R30L	003	TF	FF30F	N	297° (296.9°)	-	1600	-	512139.30N 0031349.85W	FAF / 4.2NM
R30L	004	TF	RW30	Y	297° (296.9°)	-	-	-	512332.83N 0031948.64W	MAPt
R30L	005	TF	FFM04	N	297° (296.8°)	RIGHT	-	-200	512740.63N 0033256.83W	-
R30L	006	TF	FFM05	N	026° (026.6°)	RIGHT	-	-200	513131.06N 0032951.72W	-
R30L	007	TF	FFM06	N	116° (116.7°)	RIGHT	-	-200	512929.87N 0032325.49W	-
R30L	008	TF	CDF	N	161° (161.5°)	-	3000	-200	512336.16N 0032016.47W	CONVENTIONAL HOLD

CHANGE (13/26): SPECIFICATION CHANGE.
AERO INFO DATE 06 OCT 26

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EGHR — CHICHESTER/GOODWOOD

EGHR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHR — CHICHESTER/GOODWOOD

EGHR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505134N Long: 0004533W Mid-point of Runway 14/32.
2	Direction and distance from city	1.5 NM NNE of Chichester
3	Elevation / Reference temperature / Mean Low Temperature	111 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	1.17°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address	GOODWOOD ROAD RACING COMPANY LTD Goodwood Road Racing Company Ltd, Goodwood, Chichester, West Sussex, PO18 0PH. 01243-755061 (ATS) 07966-314630 (ATS Mobile) 01243-755060 (GRRC Admin) 01243-755066 (Goodwood Flying School) 01243-755064 (Engineering) control.tower@goodwood.com (ATS)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGHR AD 2.3 OPERATIONAL HOURS

1	AD Administration	01 Jan 1000-1600; 02-18 Jan 0900-1600; 19-31 Jan 0900-1630, 01 Feb-10 Nov 0900-1700 (0800-1700); 11-19 Nov 0900-1630; 20 Nov-23 Dec 0900-1600; 24-26 Dec closed; 27 Dec 1000-1600; 28-30 Dec 0900-1600; 31 Dec 0900-1500; Other times by arrangement.
2	Customs and immigration	By arrangement.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. See also AD 2.18
8	Fuelling	As AD except for the last 15 minutes.
9	Handling	-
10	Security	H24
11	De-icing	-
12	Remarks	Expect aircraft movements outside AD operational hours. PPR on request by telephone or email. Aircraft movements outside of published hours not permitted after sunset or 2100 (2000), whichever is earlier, and before 0700 (0600) or sunrise, whichever is later.

EGHR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100, S80, S100, Multi.
3	Fuelling facilities/capacity	JET-A1 bowser service only.

4	De-icing facilities	-
5	Hangar space for visiting aircraft	Limited hangarage space available, by arrangement.
6	Repair facilities for visiting aircraft	Goodwood Engineering, Tel: 01243-755064
7	Remarks	-

EGHR AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel in Goodwood
2	Restaurants	Cafe
3	Transportation	Taxies
4	Medical facilities	Basic first aid on site
5	Bank and Post Office	Banks and Post Office in Chichester
6	Tourist Office	In Chichester
7	Remarks	-

EGHR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 1/H1. RFF Category 2/H2 on request. RFF Category 3 accepted under remission on request.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGHR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGHR 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): 505132.05N 0004538.02W.

EGHR 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.

EGHR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24 -

3	Office responsible for TAF preparation Periods of validity	-
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Met Office F215, F214 and weather warnings.
8	Supplementary equipment available for providing information	Real time weather avaliable at https://weather.goodwood.com/.
9	ATS units provided with information	CHICHESTER/GOODWOOD
10	Additional information (limitation of service, etc.)	Unofficial observations provided locally/observations only disseminated locally.

EGHR 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	056.93°	855 x 30 M	RWY surface: Grass -	505132.24N 0004545.59W 149.1 FT	THR 102.5 FT -	-
24	236.94°	855 x 30 M	RWY surface: Grass -	505144.87N 0004514.94W 149.1 FT	THR 105.0 FT -	-
10	103.03°	700 x 30 M	RWY surface: Grass -	505146.62N 0004548.15W 149.2 FT	THR 109.6 FT -	-
28	283.04°	700 x 30 M	RWY surface: Grass -	505141.51N 0004513.28W 149.1 FT	THR 101.4 FT -	-
14	139.21°	1262 x 31 M	RWY surface: Grass -	505145.64N 0004550.10W 149.2 FT	THR 108.4 FT -	-
32	319.22°	1262 x 31 M	RWY surface: Grass -	505121.90N 0004517.74W 149.1 FT	THR 89.6 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
-	-	915 x 72 M	-	-	-	RWY 06 Threshold displaced by 140 M.
-	-	915 x 72 M	-	-	-	RWY 24
-	-	760 x 72 M	-	-	-	RWY 10
-	-	760 x 72 M	-	-	-	RWY 28
-	-	1382 x 86 M	-	-	-	RWY 14 Threshold displaced by 151 M.
-	-	1382 x 86 M	-	-	-	RWY 32 Threshold displaced by 143 M.

EGHR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
14	1120 M	1120 M	1199 M	1111 M	-

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
32	1127 M	1127 M	1178 M	1035 M	-
06	799 M	799 M	799 M	715 M	-
24	799 M	799 M	799 M	799 M	-
10	700 M	700 M	700 M	700 M	-
28	700 M	700 M	700 M	700 M	-

EGHR AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGHR 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: 505135.37N 0004522.40W.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGHR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 505136.88N 0004522.13W, 149.1 FT
2	TLOF and/or FATO elevation	TLOF: 101.0 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	Grassed parking area positioned north of the control tower. Concrete 'H' positioned east of the control tower. Further parking may be available adjacent to Hangars 1-3 when grassed area conditions are poor.

EGHR 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
CHICHESTER/GOODWOOD ATZ A circle, 2 NM radius, centred at 505134N 0004533W on longest notified runway (14/ 32)	Upper limit: 2111 FT ALT Lower limit: SFC	G	GOODWOOD INFORMATION English GOODWOOD RADIO English	6000 FT	-	As AD operational hours. Expect aircraft movements within the ATZ outside hours of applicability. ATZ 2000 FT AAL.

EGHR 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	GOODWOOD INFORMATION	122.455 DOC 25 NM/6,000 FT.	-	-	As AD operational hours.	Occasional outside AD operational hours.
OTHER	GOODWOOD RADIO	122.455 DOC 25 NM/6,000 FT.	-	-	Occasional as indicated by NOTAM.	Occasional in place of AFIS.

EGHR 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 1.17°E (2027) 1.4°E (2026)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT	VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304º to 134º. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299°-044°.

EGHR AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All aircraft using Chichester/Goodwood are required to have third party insurance cover of not less than £1,000,000.
b) No helicopter circuit flying on Sundays.
c) No fixed-wing circuit flying on Sundays after 1400 (1300).
d) Helicopters must not taxi across the road between the tower and the fire station. Helicopters taxiing from the helicopter parking area shall taxi to the west of the tower.
e) Goodwood is a regulated aerodrome pursuant to the provisions of the UK Customs and Excise Management Act 1979. Goodwood Aerodrome is not designated as a Customs & Excise airport but operates under a Certificate of Agreement issued by UK Border Force. Subject to compliance with the provisions of the UK General Aviation Report (GAR) process, flights by general aviation aircraft may enter and depart the UK via Goodwood Aerodrome, except for those aircraft that are being imported, either temporarily or permanently, from a state that is outside the Common Travel Area, in which case they must first enter and, if temporarily imported, leave the UK via a designated customs airport.

2 GROUND MOVEMENT

Not applicable.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) When Runways 06/24 and 10/28 are in use for fixed-wing circuits, opposite direction helicopter circuits will be flown from the threshold of Runway 32.
b) The Motor Racing track on the perimeter of the aerodrome is in constant use during daylight hours. It is not to be used for the taxiing of aircraft at any time.
c) A runway starter extension is available on Runway 32 to correctly indicate the start of TORA/TODA/ASDA. Aircraft using the starter extension with a wingspan greater than 16 M are to coordinate the departure with ATS.
d) Pilots may experience windshear on Runways 06 and 24 particularly in strong southwesterly wind conditions.
e) Increased bird activity may be present on the airfield outside of normal operating hours. Pilots operating with an authorised out of hours approval should exercise caution.
f) Grass cutting may take place outside of published operating hours. Pilots operating with an authorised out of hours approval should exercise caution.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

Not applicable.

EGHR AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 06

Landing: No low approaches over the built-up areas in the undershoot.

b) Runway 24

Take off: Turn right as soon as practicable to do so and establish a westerly track. Maintain track until west of built-up areas. If remaining in the circuit, ensure that crosswind and downwind track is west/northwest of Lavant village. No practice engine failures are permitted until west of the A286, Lavant Road. No low level circuits are permitted on Runway 24. Avoid overflight of Lavant village.

c) Runway 14

i. Take-off: Turn left 10° at the upwind end of Runway 14 to avoid overflying the school and fields of horses under the climb out path. No practice engine failures after take-off until well clear of the school and houses. Do not exceed the 10° left turn to avoid conflicting with the helicopter circuit.
ii. Landing: No low approaches over East Lavant village.

d) Runway 32

Take-off: Turn right 10° at the upwind end of Runway 32 to avoid East Lavant village. Maintain that heading until well beyond the village. No practice engine failures after take-off until well beyond East Lavant village. Do not exceed the 10° right turn to avoid conflicting with the helicopter circuit.

e) Runway 10

Take-off: Turn left 10° at the upwind end of the runway to avoid overflying Westerton village.

f) Runway 28

Take-off: Turn left 10° at the upwind end of the runway to avoid overflying Lavant village.

g) Helicopter Procedures

i. Helicopters are to avoid routeing over Chichester, Westerton and Summersdale.
ii. The southern helicopter circuit shall be flown when Runways 06, 10, 24 and 28 are in use. See AD 2-EGHR-4-1.
iii. The northern helicopter circuit shall be flown when Runways 14 and 32 are in use. See AD 2-EGHR-4-1.

EGHR AD 2.22 FLIGHT PROCEDURES

a) Fixed-wing circuit height is 1200 FT QFE unless otherwise directed by ATS. Do not descend below published circuit height when helicopter circuits are active.
b) Fixed-wing circuit joins on a left base leg for Runways 24 and 32 are not permitted.
c) Requests for low level/bad weather training circuits (ie below published circuit height) on Runways 14 and 32 must be pre-agreed with ATS prior to the commencement of the training detail, and are not permitted at any time whilst the helicopter circuits are active.
d) Fixed-wing glide approaches for Runways 14 and 32 are not permitted at any time whilst the northern helicopter circuit is active.
e) Orbits by fixed-wing aircraft are only to be flown on the outside of the circuit, ie on a right-hand circuit an orbit will only be flown to the left and vice versa for a left-hand circuit.
f) Circuit directions: Runways 06, 10 and 14 - LH; Runway 24, 28 and 32 - RH, or as directed by ATS.
g) Fixed-wing standard join is overhead at 2000 FT QFE. ‘Straight-in’ and ‘base’ joins are strongly discouraged when the circuit is active. ATS can advise on circuit status. Outside of published ATS hours, an overhead join is mandatory with circuits flown at published height.
h) Helicopter circuit height 800 FT or as advised by ATS. Helicopters are not permitted to join the circuit below 800 FT QFE unless weather dictates a lower height and only then when this has been pre-agreed with ATS.
i) Helicopter circuit: When Runways 14 or 32 are in use by fixed-wing, the helicopter circuit is flown from the ‘triangle’ east of the intersection with Runways 14/32 and 06/24, inside of and below the fixed-wing circuit height. When other runways are in use by fixed-wing, helicopter circuits are flown from the threshold of Runway 32, in the opposite direction to the fixed-wing circuit.

j) Helicopter and fixed-wing training flights are prohibited outside of published operating hours and at other times detailed in AD 2.20 paragraphs 1b and 1c.
k) Fixed-wing aircraft are to ensure that the take-off roll starts at the published start of TORA/TODA/ASDA on all runways in the interests of local community noise reduction.

EGHR AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGHR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHR-2-1
NOISE ABATEMENT PROCEDURES - FIXED WING / HELI CIRCUITS
AD 2.EGHR-4-1

EGHR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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EGEL — COLL

EGEL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEL — COLL

EGEL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 563607N Long: 0063704W Mid point Runway 02/20.
2	Direction and distance from city	5 NM WSW of Arinagour.
3	Elevation / Reference temperature / Mean Low Temperature	20 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	185 FT
5	Magnetic Variation / Annual Change	1.65°W (2027) / 0.21°E
6	AD Administration Address Telephone	ARGYLL AND BUTE COUNCIL. c/o Oban Airport, North Connel, Oban, Argyll, PA37 1SX. 01631-572910 (Admin/PPR).
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	Prior permission required. Telephone calls to Oban ATS will be recorded.

EGEL AD 2.3 OPERATIONAL HOURS

1	AD Administration	By prior arrangement with the aerodrome operator (Argyll and Bute Council, c/o Oban Airport).
2	Customs and immigration	Not available.
3	Health and sanitation	-
4	AIS Briefing Office	Information available from Oban aerodrome by telephone.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	Information available from Oban aerodrome by telephone.
7	ATS	See AD 2.18.
8	Fuelling	-
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is strictly PPR.

EGEL AD 2.4 HANDLING SERVICES AND FACILITIES

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EGEL AD 2.5 PASSENGER FACILITIES

1	Hotels	Coll Hotel.
2	Restaurants	-
3	Transportation	Taxi by arrangement.
4	Medical facilities	First aid facilities.
5	Bank and Post Office	Post office in Arinagour.
6	Tourist Office	-
7	Remarks	-

EGEL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Limited

4	Remarks	-

EGEL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	-
2	Clearance priorities	-
3	Remarks	Latest information on 01631-572910.

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

1	Apron surface and strength	APRON Surface: Asphalt Strength: Equivalent Single wheel load: 1,500 kg for regular use
2	Taxiway width, surface and strength	Taxiway A: 8 M Surface: Asphalt -
3	Altimeter checkpoint location and elevation	Hold A 21 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGEL 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.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 02/20: Centre-line, runway designator.
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	Wind direction indicator - 563600.60N 0063703.27W (LGTD).

EGEL 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**
(EGEL2002)	TERRAIN	563626.55N 0063555.80W	210 FT	-	No	-
(EGEL1090)	ROCK	563626.47N 0063555.78W	210 FT	-	No	-
(EGEL1092)	ROCK	563620.43N 0063537.92W	199 FT	-	No	-
(EGEL1086)	ROCK	563554.83N 0063910.19W	215 FT	-	No	-
(EGEL2501)	RADIO AERIAL	563554.78N 0063706.08W	45 FT	21 FT	No	-
(EGEL2500)	ANEMOMETER	563554.50N 0063705.10W	37 FT	13 FT	No	-

EGEL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	BELFAST
2	Hours of service MET Office outside hour	H24 -

3	Office responsible for TAF preparation Periods of validity	BELFAST 9 hours
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/Telephone (from Oban Aerodrome).
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	215 Low Level SIG WX. 214 Spot Winds (by fax from Oban Airport).
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	-

EGEL 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	017.13°	501 x 18 M	RWY surface: Asphalt -	563559.70N 0063708.20W 184.6 FT	THR 20.1 FT -	-
20	197.13°	501 x 18 M	RWY surface: Asphalt -	563615.17N 0063659.56W 184.6 FT	THR 20.4 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	- x 60 M	-	-	-	RWY 02
-	-	- x 60 M	-	-	-	RWY 20

EGEL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02	501 M	501 M	501 M	501 M	-
20	501 M	501 M	501 M	501 M	-

EGEL AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGEL 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: 563554.50N 0063705.10W.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGEL AD 2.16 HELICOPTER LANDING AREA

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EGEL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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EGEL 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	COLL RADIO	125.005 A/G frequency	-	-	By Prior Arrangement with the aerodrome operator c/o Oban Airport.	-

EGEL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGEL AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Non radio aircraft must obtain PPR via telephone with Oban Airport Administration prior to flight, Tel. 01631-572910.
b) High visibility jackets mandatory whilst airside.
c) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outside the notified hours of operation must comply with the Argyll and Bute Council Out of Hours Indemnity Scheme. PPR applies to all out of hours flights. Details of the scheme and an application form can be found at: www.obanandtheislesairports.com. Pilot information can be obtained from Oban Airport, Tel: 01631-572910.

2 GROUND MOVEMENT

a) Aircrew are advised to use minimum suitable power whilst manoeuvring on the Apron, as the front of the terminal building and personnel can be subject to prop wash.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Concentrations of Greylag Geese on and around the aerodrome throughout the year.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

a) The use of the airport for training purposes is subject to prior arrangement with Oban Airport Administration, Tel. 01631-572910.

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**
(EGEY2200)	AERIAL ON TERMINAL	560330.17N 0061439.64W	63 FT	25 FT	No	-
(EGEY2201)	ANEMOMETER	560329.99N 0061436.54W	56 FT	18 FT	No	-
(EGEY2046)	TERRAIN	560322.59N 0061303.64W	255 FT	NIL	No	-
(EGEY2064)	CAIRN	560255.46N 0061306.62W	276 FT	4 FT	No	-
(EGEY2065)	TERRAIN	560252.81N 0061310.10W	260 FT	NIL	No	-

EGEY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	BELFAST
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	BELFAST 9 hours
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/Telephone (from Oban Aerodrome).
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	215 Low Level SIG WX. 214 Spot Winds (by fax from Oban Airport).
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	-

EGEY 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	099.52°	502 x 18 M	RWY surface: Asphalt -	560328.57N 0061449.38W 182.4 FT	THR 37.4 FT -	-
28	279.52°	502 x 18 M	RWY surface: Asphalt -	560325.88N 0061420.79W 182.4 FT	THR 44.2 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**
-	-	- x 60 M	-	-	-	RWY 10 Runway 10 rises to its highest point at 454 M before descending towards 28 threshold. Pilots are to note when lined-up for take-off on Runways 10 or 28 the full length of the runway surface may not be visible from the cockpit.

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 60 M	-	-	-	RWY 28 Runway 28 rises to its highest point at 402 M before descending towards 10 threshold. Pilots are to note when lined-up for take-off on Runways 10 or 28 the full length of the runway surface may not be visible from the cockpit.

EGEY AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	502 M	502 M	502 M	502 M	-
28	502 M	502 M	502 M	502 M	-

EGEY AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGEY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGEY AD 2.16 HELICOPTER LANDING AREA

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EGEY AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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EGEY 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	COLONSAY RADIO	123.805 A/G frequency.	-	-	By Prior Arrangement with the aerodrome operator c/o Oban Airport.	-

EGEY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGHA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

EGHA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 08
-	-	-	-	-	-	RWY 26

EGHA AD 2.13 DECLARED DISTANCES

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

EGHA AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGHA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGHA AD 2.16 HELICOPTER LANDING AREA

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EGHA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
COMPTON ABBAS ATZ A circle, 2 NM radius, centred at 505802N 0020913W on longest notified runway (08/ 26)	Upper limit: 2811 FT ALT Lower limit: SFC	G	COMPTON RADIO English	-	0930-1700 (0830-1600).	ATZ 2000 FT AAL.

EGHA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	COMPTON RADIO	122.710 A/G frequency.	-	-	Mon-Sun 0930-1700 (0830-1600)	-

EGHA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGHA AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

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

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 NIL Taxiway B: 15 M NIL Taxiway C: 15 M NIL Taxiway E: 15 M 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.

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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EGLD — DENHAM

EGLD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLD — DENHAM

EGLD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EGLD AD 2.3 OPERATIONAL HOURS

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

EGLD AD 2.4 HANDLING SERVICES AND FACILITIES

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

EGLD AD 2.5 PASSENGER FACILITIES

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EGLD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGLD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGLD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGLD AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
24/APPROACH 06/TAKE-OFF	Tree	513529.24N 0003008.34W	317 FT	-	No	-
24/APPROACH 06/TAKE-OFF	Tree	513528.26N 0003017.20W	292 FT	-	No	-
12/APPROACH 30/TAKE-OFF	Tree	513528.22N 0003112.96W	304 FT	-	No	-
24/APPROACH 06/TAKE-OFF	Vehicles	513525.12N 0003028.51W	255 FT	-	No	-
12/APPROACH 30/TAKE-OFF	Tree	513524.15N 0003100.22W	275 FT	-	No	-
06/APPROACH 24/TAKE-OFF	Tree	513509.81N 0003111.43W	283 FT	-	No	-
06/APPROACH 24/TAKE-OFF	Tree	513504.45N 0003122.51W	325 FT	-	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
-	Mast	513518.32N 0003019.35W	326 FT	-	No	-

EGLD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGLD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
06	059.21°	775 x 18 M	RWY surface: Asphalt -	513512.51N 0003102.47W -	THR 249.0 FT -	-
24	239.22°	775 x 18 M	RWY surface: Asphalt -	513523.28N 0003033.45W -	THR 241.0 FT -	-
12	118.11°	546 x 18 M	RWY surface: Grass -	513521.32N 0003053.95W -	THR 248.0 FT -	-
30	298.11°	546 x 18 M	RWY surface: Grass -	513517.53N 0003042.56W -	THR 244.0 FT -	-

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

EGLD AD 2.13 DECLARED DISTANCES

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

EGLD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	-	Light intensity low Green wingbars	APAPI Left/4.5° 14 FT	-	-	Light intensity low	Red	-	-
24	-	Light intensity low Green wingbars	APAPI Left/4.5° 10 FT	-	-	Light intensity low	Red	-	-

EGLD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGLD AD 2.16 HELICOPTER LANDING AREA

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EGLD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
DENHAM ATZ A circle, 2 NM radius, centred at 513518N 0003047W on longest notified runway (06/ 24)	Upper limit: 2249 FT ALT Lower limit: SFC	D	DENHAM RADIO English	6000 FT	0800-1800 (0700-1900); and by arrangement.	Local Flying Area see EGLD 2.22, paragraphs (2) and (3). Airspace Class: D/G. See Flight Procedures. ATZ 2000 FT AAL.

EGLD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	DENHAM RADIO	130.730 A/G frequency. DOC 10 NM/3,000 FT.	-	-	0800-1800 (0700-1900); and by arrangement.	-

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 PCR 296/F/C/Y/U WESTERN APRON Surface: Concrete PCR 309/R/C/Y/U
2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Macadam PCR 135/F/C/Y/U Taxiway B: 15 M Surface: Macadam PCR 135/F/C/Y/U Taxiway C: 10.5 M Surface: Macadam NIL

		Taxiway D: 10.5 M Surface: Macadam PCR 108/F/C/Y/U Taxiway E: 10.5 M Surface: Macadam PCR 108/F/C/Y/U
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 PCR 296/F/C/Y/U	562708.89N 0030213.85W 169.3 FT	THR 17.0 FT -	-
27	270.54°	1400 x 30 M	RWY surface: Asphalt, Grooved PCR 296/F/C/Y/U	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.	-

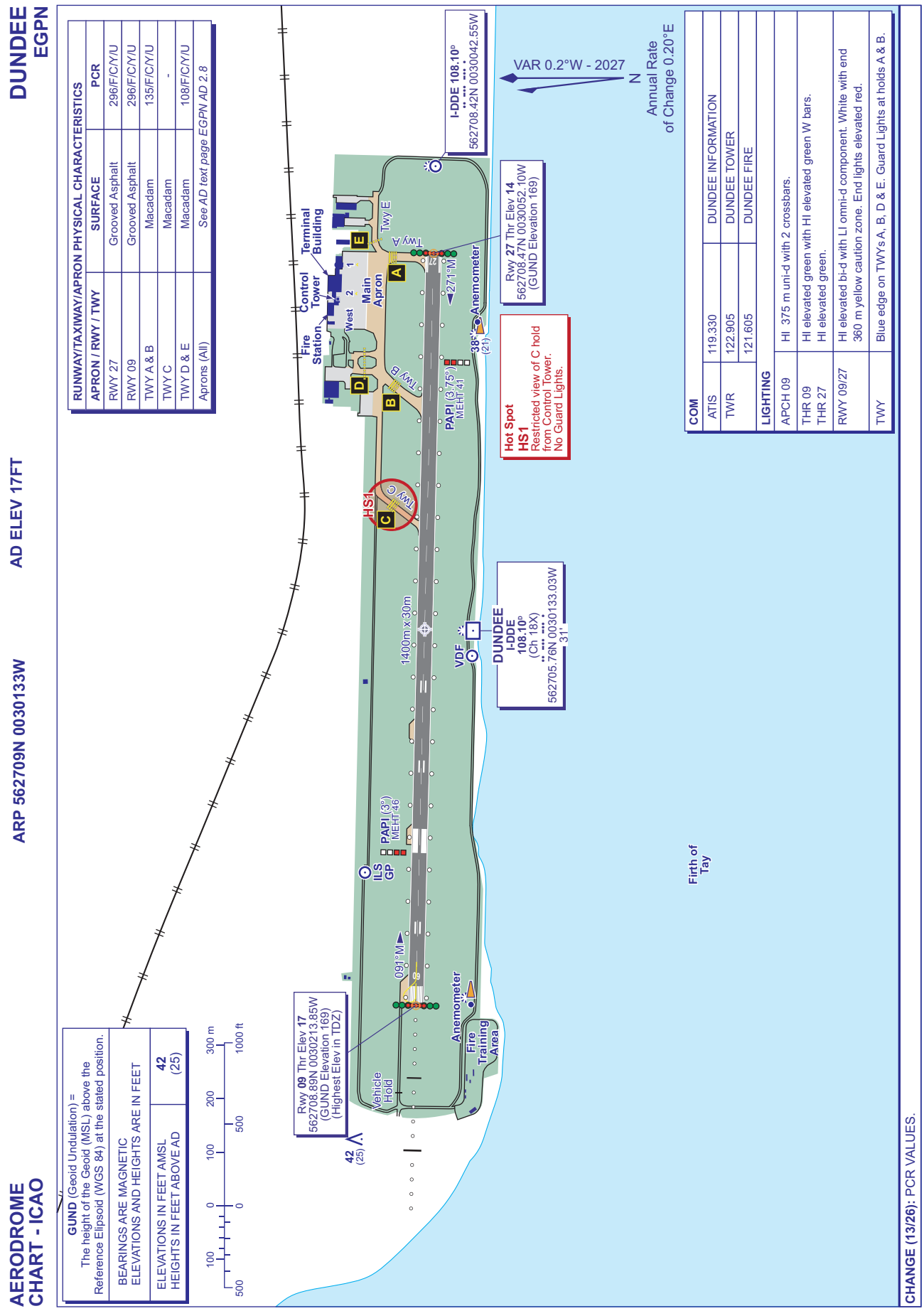
EGPN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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
AD ELEV 17FT
ARP 562709N 0030133W
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCR
RWY 27
Grooved Asphalt
296/F/C/Y/U
RWY 09
Grooved Asphalt
296/F/C/Y/U
TWY A & B
Macadam
135/F/C/Y/U
TWY C
Macadam
-
TWY D & E
Macadam
108/F/C/Y/U
Aprons (All)
See AD text page EGPN AD 2.8
I-DDE 108.10°
562708.42N 0030042.55W
VAR 0.2°W - 2027
Annual Rate of Change 0.20°E
Rwy 27 Thr Elev 14
562708.47N 0030052.10W
(GUND Elevation 169)
Hot Spot
HS1
Restricted view of C hold from Control Tower. No Guard Lights.
DUNDEE
I-DDE
108.10°
(Ch 18X)
562705.76N 0030133.03W
31°
Rwy 09 Thr Elev 17
562708.89N 0030213.85W
(GUND Elevation 169)
(Highest Elev in TDZ)
Terminal Building
Control Tower
Fire Station
Main Apron
West
Twy E
Twy A
Twy B
Twy C
HS1
1400m x 30m
ILS GP
PAPI (3°) MEHT 46
PAPI (3.75°) MEHT 41
VDF
Anemometer
Fire Training Area
Vehicle Hold
Firth of Tay
COM
ATIS
119.330
DUNDEE INFORMATION
TWR
122.905
DUNDEE TOWER
121.605
DUNDEE FIRE
LIGHTING
APCH 09
HI 375 m uni-d with 2 crossbars.
THR 09
THR 27
HI elevated green with HI elevated green W bars.
HI elevated green.
RWY 09/27
HI elevated bi-d with LI omni-d component. White with end 360 m yellow caution zone. End lights elevated red.
TWY
Blue edge on TWYs A, B, D & E. Guard Lights at holds A & B.
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
42 (25)
CHANGE (13/26): PCR VALUES.
AERO INFO DATE 24 SEP 26
AD 2-EGPN-2-1

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EGSU — DUXFORD

EGSU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSU — DUXFORD

EGSU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 520526N Long: 0000753E Mid point of Runway 06/24 paved
2	Direction and distance from city	8 NM S of Cambridge.
3	Elevation / Reference temperature / Mean Low Temperature	126 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.38°E (2027) / 0.17°E
6	AD Administration Address Telephone	IMPERIAL WAR MUSEUM. Duxford Aerodrome, Cambridgeshire, CB22 4QR. 01223-833376 (ATC) 01223-835000 Ext 7236 (Switchboard)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGSU AD 2.3 OPERATIONAL HOURS

1	AD Administration	1000-1600 (0900-1700).
2	Customs and immigration	By arrangement, minimum notice periods apply.
3	Health and sanitation	-
4	AIS Briefing Office	As AD hours, self-briefing facilities.
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	As AD hours, self-briefing facilities.
7	ATS	As AD Hours. See also AD 2.18.
8	Fuelling	1000-1530 (0900-1700). By arrangement outside these hours.
9	Handling	As AD hours and by arrangement.
10	Security	H24 H24 Security, CCTV in operation.
11	De-icing	-
12	Remarks	This aerodrome is strictly PPR by telephone at all times. Aerodrome may close during adverse weather conditions

EGSU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL S80, S100, W80, W100, 15W/50
3	Fuelling facilities/capacity	Fuel bowser service.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Limited hangarage available by arrangement only.
6	Repair facilities for visiting aircraft	Limited services available through: ARC, Building 425, Duxford Airfield, Duxford, Cambridge, CB22 4QR.
7	Remarks	-

EGSU AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	On Aerodrome.
3	Transportation	Local taxi service, Whittlesford station 2 NM away.
4	Medical facilities	First aid provided by Duxford RFFS during operational hours.
5	Bank and Post Office	-

6	Tourist Office	-
7	Remarks	-

EGSU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFFS Category 3 to 6 available with 48 hour notice, subject to availability by prior arrangement with ATC.
2	Rescue equipment	Appropriate up to RFF Category 6.
3	Capability for removal of disabled aircraft	In the event of an incident, light aircraft can be removed using airfield resources. Large aircraft can be removed using an external contractor in conjunction with aircraft operator.
4	Remarks	-

EGSU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGSU AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Runway marking aid(s): 06R/24L: touchdown point, aiming point
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	Illuminated windsleeve: 520526.37N, 0000804.52E Windsleeve: 520533.88N, 0000823.93E Windsleeve: 520512.81N, 0000729.20E

EGSU AD 2.10 AERODROME OBSTACLES

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EGSU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	-
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/Phone Duxford ATC.
6	Flight documentation Language(s) used	-
7	Charts and other information available for briefing or consultation	Form 214/215, TAF/METAR, Internet Access.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	DUXFORD
10	Additional information (limitation of service, etc.)	Local unofficial observations provided on request during AD operational hours.

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

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.

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.

EGNX AD 2.13 DECLARED DISTANCES

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

EGNX AD 2.14 APPROACH AND RUNWAY LIGHTING

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

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

EGNX AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGNX AD 2.16 HELICOPTER LANDING AREA

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EGNX AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
EAST MIDLANDS CTR 1 525510N 0012530W - 525456N 0011804W - 525255N 0010733W - 524558N 0010733W - 524537N 0011628W - 524536N 0011932W - 525510N 0012530W	Upper limit: FL105 Lower limit: SFC	D	EAST MIDLANDS RADAR English	6000 FT	-	-
EAST MIDLANDS CTR 2 525510N 0012530W - 524536N 0011932W - 524535N 0012816W - 525233N 0013241W - 525510N 0012530W	Upper limit: 5500 FT ALT Lower limit: SFC	D	EAST MIDLANDS RADAR English	6000 FT	-	-
EAST MIDLANDS ATZ A circle, 2.5 NM radius, centred at 524952N 0011940W on longest notified runway (09/27)	Upper limit: 2306 FT ALT Lower limit: SFC	D	EAST MIDLANDS RADAR English	6000 FT	H24	ATZ 2000 FT AAL.

EGNX AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	EAST MIDLANDS GROUND	121.905 DOC 3 NM/GND.	-	-	H24	VDF 524956.61N 0011958.25W On AD.
	EAST MIDLANDS TOWER	124.005 DOC 25 NM/4000 FT.	-	-	H24	
RADAR	EAST MIDLANDS DIRECTOR	120.130 DOC 25 NM/ 10,000 FT.	-	-	As directed by ATC.	VDF 524956.61N 0011958.25W On AD.
	EAST MIDLANDS RADAR	126.180 DOC 60 NM/ 20,000 FT.	-	-	H24	
		134.180 Lower Airspace Radar Service. DOC 60 NM/ 20,000 FT.	-	-	H24	
ATIS	EAST MIDLANDS INFORMATION	122.680 DOC 60 NM/ 20,000 FT.	-	-	H24	-
OTHER	EAST MIDLANDS FIRE	121.605 Non-ATS Channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGNX AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.84°E (2027)	IEMW	109.350 MHz	H24	524953.30N 0011807.40W	-	(RWY 09)
ILS/GP	IEMW	331.850 MHz	H24	524954.61N 0012031.10W	-	3° ILS Ref Datum Hgt 56 FT.
ILS/LOC III 0.82°E (2027)	IEME	109.350 MHz	H24	524949.74N 0012122.96W	-	(RWY 27)
ILS/GP	IEME	331.850 MHz	H24	524956.50N 0011847.13W	-	3° ILS Ref Datum Hgt 54 FT.
VOR/DME 0.76°E (2027) 0.6°E (2023)	HON	83Y 113.650 MHz	H24	522124.04N 0013949.41W	435 FT	VOR/DME DOC: 60 NM/50,000 FT (85 NM/50,000 FT in Sector R179-239 and 100 NM/50,000 FT in Sector R314-001).
VOR/DME 0.48°E (2027) 0.50°E (2023)	POL	58X 112.100 MHz	H24	534437.60N 0020611.83W	1438 FT	VOR/DME DOC: 115 NM/50,000 FT (150 NM/50,000 FT in Sector R075-015). Due to terrain, coverage at low level is reduced in Sector R280-335.
NDB (L) 0.88°E (2027)	EME	353.500 kHz	H24	524957.69N 0011140.43W	-	Range 20 NM.
NDB (L) 0.79°E (2027)	EMW	393.000 kHz	H24	524943.19N 0012715.98W	-	Range 10 NM.
ILS/DME	IEMW	30Y	H24	524957.99N 0011940.24W	322 FT	(RWY 09) On AD. Freq paired with ILS I-EMW and I-EME. Zero range indicated at THR of Runway 09 and 27.

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	IEME	30Y	H24	524957.99N 0011940.24W	322 FT	(RWY 27) On AD. Freq paired with ILS I-EMW and I-EME. Zero range indicated at THR of Runway 09 and 27.
VOR/DME 0.96°E (2027) 0.8°E (2024)	DTY	111X 116.400 MHz	H24	521048.51N 0010649.64W	600 FT	RNAV substitution only. VOR DOC: 45 NM/50,000 FT (55 NM/ 50,000 FT in Sector R009-089). DME DOC: 60 NM/50,000 FT (75 NM/ 50,000 FT in Sector R284-344).
VOR/DME 0.69°E (2027) 0.4°E (2025)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	RNAV substitution only. VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/ 50,000 FT in Sector R300-000).

EGNX AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use by aircraft not able to communicate with ATC by radio is subject to prior permission.
b) Use governed by regulations applicable to East Midlands CTR.
c) Jet aircraft failing to meet certification levels appropriate to Chapter 3 will not be permitted to land or take-off between 2300-0700 (2200-0600) except in special circumstances. Dispensation to do so within strict guidelines must be sought from ATC.
d) Use of East Midlands Airport is subject to Standard Conditions of Use, which can be requested from the Finance Section. Tel: +44(0)1332-852975 or by e-mail: finance@eastmidlandsairport.com.
e) All flights, except General Aviation and military flights, are subject to the prior approval of the Managing Director, East Midlands Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the Airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon - Fri 0830-1700 by e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-493 1850, Fax: +44(0)161-493 1853, or at all other times to Airfield Operations: +44(0)1332-852 973. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
f) All visiting aircraft must pre-book a designated handling agent prior to landing at EMA.
g) Planned Diversion Procedure - All operators are advised that before filing East Midlands as an alternate, they are required to have made arrangements for ground handling, maintenance and aircraft recovery. This arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall however prevent an aircraft that has declared an emergency from landing.

2 GROUND MOVEMENT

a) Stand allocation will be by the Airport Authority.
b) Aircraft must be pushed back from parking stands unless operating form a self-manoeuvring stand (as detailed in AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS). Powerback manoeuvres are not permitted.
c) Pushback clearances may be issued to designated Tug Release Points (TRP's) where applicable. Standard pushback clearances will be given when TRP's are not installed. See Aircraft Ground Movement/Parking/Docking Chart AD 2.EGNX-2-2 for TRP locations.
d) The airside area is a 24 hour mandatory high visibility clothing area. All flight crews are to wear high visibility clothing for all ramp activities (including aircraft walkrounds).
e) The operators of all aircraft using the aprons, all of which are within the Critical Area as defined by the requirements of the Aviation Security Act 1982 as amended by the Aviation and Maritime Security Act 1990, shall designate a handling agent in advance of any inbound flight.
f) Parking on the aprons is strictly PPR. Within the apron areas only, crew and passenger transport may, subject to availability and payment, be provided by the handling agents.

The apron areas to the west of the M Taxiway is not available for aircraft parking except:

i. On the aprons outside all hangars with the permission of the company occupying the hangar concerned or the Airport Authority;
ii. On the area bounded by dashed white lines on the west side of the Maintenance Area North apron and with the permission of Donair Limited.

Aircraft operators parking on any part of this area without permission will be in contravention of the Airport Byelaws relating to East Midlands Airport made under the Civil Aviation Act 1982.

g) Runway intersections M and S are not available for aircraft larger than Code C (maximum span 36 M).
h) Aircraft ground movement modelling for Code F and above, is available on request to ops.safety@eastmidlandsairport.com.
i) When using Runway 27, Taxiway S is normally used for departures. Landing traffic should not plan to vacate the runway at Taxiway S without first requesting permission from ATC.
j) Aircraft up to max Beech King Air (B350) only can use code B Taxilane MA.

k) During taxiing, pilots should be expected to encounter a wide range of differing aircraft types and sizes which may be difficult to visually acquire during periods of poor visibility or at night. Aircrew remain responsible for wingtip separation and, if in any doubt, should stop, hold position and request marshaller assistance. Pilots should exercise caution when taxiing on A in the vicinity of runway intersections H, M, S and W due to the possible presence of other aircraft holding at these intersections for departure.
l) Long wheelbase code E/F aircraft should use caution when entering/exiting the runway at all exits due to pavement width constraints.
m) All departing B747 operations on the East and West aprons are to use minimum break away power when first moving away. Additionally, due to jet blast, all arriving and departing B747s shall use the minimum thrust necessary when taxiing in the East and West aprons.
n) Taxiway C is restricted to Code C operations. Code D aircraft using stands 20 (B767-300W) and 24 (B757-200W) must be towed on and towed off via Q.
o) East apron entrance/exit V is restricted to maximum span of 68.4 M and maximum length of 76.25 M (B747-8).
p) Due to taxiway limitations, use of the airfield by the following long wheelbase aircraft is strictly PPR: A340-600, A350-1000, A380-800, B777-300. Requests should be made to ops.safety@eastmidlandsairport.com.
q) Stands 4 and 31 closed.

3 CAT II/IIIB OPERATIONS

a) Runway 27, subject to serviceability of the facility, is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/IIIb operations, special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.
c) Holding Points Sierra 1 and 2, Whiskey 1 and 2, Mike 1 and 2 and Hotel 1 and 2 are closed when Low Visibility Procedures are in force.
d) All Runway 27 departures will be via Holding Point Alpha 2 only, and all landing aircraft must only vacate the runway via Holding Point Golf 2.
e) Low Visibility Procedures Runway 09

   i. During periods of low visibility, to protect departing aircraft, ‘Low Visibility Procedures’ may be in force. Arriving aircraft are limited to CAT I or LTS CAT I approaches only. Pilots will be informed via ATIS broadcast or by RTF when these procedures are in operation.
   ii. During Low Visibility Procedures all departures will be via Holding Point Golf 2 only and all landing aircraft must vacate via Holding Point Alpha 2.

f) When visibility drops below 350 M, Airfield Operations 'lead vehicles' are available on request.

4 WARNINGS

a) Interference causing large fluctuations to the heading indications of magnetic compasses may be experienced by aircraft in the vicinity of holding point Whiskey One and on the runway, north of Whiskey One. All pilots are advised to carry out any pre take-off check of Direction Indicator against magnetic compass in areas other than those mentioned above.
b) Grass Cutting:

   Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

   Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runway 09/27. Circuit flying by light aircraft may be restricted at certain times to permit grass cutting in the areas immediately adjacent to the runway.
c) Pilots are advised that in the Spring and Autumn, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent measures within the Airport's boundaries are carried out by the Bird Control Unit and pilots may be requested by ATC to delay a departure or arrival if bird concentrations within the Bird Control Unit's area of control prove difficult to disperse.
d) A pyrotechnic factory is sited approximately 3 NM north of the aerodrome. Pilots are warned that rockets, carrying flares of up to 150,000 candela deployed on parachutes, may be tested up to a height of 1000 FT AGL, (1100 FT AMSL) by day and night.
e) A flare stack is sited at Chellaston (*525154N 0012536W). The stack is 36 FT above ground level (266 FT AMSL) and the flare is 20 FT in length.
f) There is a model aircraft flying site located approximately 2.3 NM north east of the airport within the ATZ and Long Eaton Lane (5253337N 0011722W). SUA (Small Unmanned Aircraft) operations will usually remain below a height of 400 FT (495 FT AMSL). In exceptional circumstances, SUA operations may be permitted up to a height of 800 FT (895 FT AMSL) subject to approval from East Midlands Airport ATC. In this case, ATC will advise aircraft operating in the vicinity of the site that high level SUA operations are taking place.
g) The grass verges of the taxiways and aprons are weak in places and liable to waterlogging.
h) Pilots are warned of the possibility of building induced turbulence and wind-shear when landing on Runway 09 in strong southerly winds.
i) High sided vehicles may be parked adjacent to the western perimeter fence.
j) The Maintenance Area and Taxiway M, south of M3 are not controlled by ATC. Pilots should exercise caution and expect uncontrolled vehicle and aircraft movements in this area.
k) Two wind turbines operational bearing 230° from the ARP, range 1076 M, max blade-tip height 148 FT AGL. Pilots may experience a slight increase in turbulence in southerly winds.
l) Cables exist north of the airport.
m) Certain radio navigation and landing aids are unavailable due to maintenance during the following periods of each month:

   i. ILS - Sunday 0900-1300 (0800-1200).
   ii. M511 - 2nd Tuesday of the month 0930-1330 (0830-1230).
   iii. EME - 4th Monday of the month 0930-1230 (0830-1130).
   iv. EMW - 3rd Monday of the month 0930-1230 (0830-1130).
   v. FFM - 4th Thursday of the month 0930-1200 (0830-1100).
   vi. DME - 2nd Wednesday of the month 0930-1130 (0830-1030).

5 HELICOPTER OPERATIONS

a) IFR.

i. Arrival Procedures

1. Following an IFR approach to Runway 09/27 ground or air taxi to parking areas as instructed by ATC. Helicopters which can ground taxi, will normally follow the taxiway to their assigned parking area.

ii. Departure procedures

1. Proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.

b) VFR.

i. Arrival Procedures

1. Helicopters should expect to be cleared into the CTR via the Long Eaton or Shepshed VFR Lanes direct to either left or right base at level as may be assigned by ATC. Overflight of the villages of Castle Donington to the north and Diseworth to the south is to be avoided.
2. On receipt of a landing clearance, helicopters are to land on Runway 09/27 and follow instructions issued by ATC for appropriate runway exit point and stand or parking area. Pilots should avoid exiting the runway via A1, W1 or S1 in the case of Runway 27 or G1, H1 or M1 in the case of Runway 09 without specific instructions from ATC.
3. On vacating the runway, pilots should expect instructions to taxi to the designated parking area following the taxiing procedures applicable to IFR arriving flights (see sub paragraph a (i)).

ii. Departure Procedures

1. Pilots of Helicopters should expect instructions to proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.

c) Special VFR Procedure

i. Arrivals and Departures are as for VFR arrival and departure procedures.

d) Helicopter Movements to/from Donington Park

i. All helicopters operating into and from Donington Park Racing Circuit shall use only areas defined and promulgated by the owners of the site and their permission to operate shall have first been obtained by the aircraft commander.
ii. The owners of the site shall promulgate to helicopter operators to whom they grant permission to land, details of any site to be used and shall draw their attention to the restrictions which they, the owners, may place upon it and to the Air Traffic Rules for the East Midlands Control Zone/Control Area.
iii. Air Traffic Control Instructions for helicopters to proceed to or depart from Donington Park Racing Circuit will not be withheld for any reasons other than traffic reasons, but any such instruction given shall not constitute a clearance to land nor shall it to be deemed by the aircraft commander as granting permission to use the approved site.

6 USE OF RUNWAYS

a) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:

i. Runway 09 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
ii. Runway 27 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2.

7 TRAINING

a) Training flights and Instrument Rating Tests. Training requires the prior approval of ATC and application should be made as far in advance as possible; see AD 2-EGNX-1-11 paragraph 10. Special conditions apply for jet-engined aircraft. Operators wishing to take advantage of rebated fees and charges for training are advised that application for training rebates MUST be made in advance to the Airport Authority. Rebates are not granted retrospectively.

EGNX AD 2.21 NOISE ABATEMENT PROCEDURES

1 NOISE

a) Noise abatement Procedures – All aircraft inbound or outbound from the aerodrome are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger, or in compliance with ATC instructions.

2 GENERAL

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance to the area around the aerodrome.
b) Whenever possible aircraft should avoid overflying the villages of Diseworth (south of the aerodrome) and Castle Donington (north of the aerodrome).

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

a) Aircraft Operators shall instigate their aircraft manufacturer's noise abatement recommended procedures on departure and up to FL 100, or the procedures listed in paragraphs i to vi:

i. Take-off to 1500 FT QNH:

Power – Normal take-off.

Speed – V2 + 10 KT (+).

Flaps – Set as appropriate.

ii. 1500 FT to 3000 FT QNH:

Power – Reduced to climb thrust.

Speed – V2 + 10 KT (+).

Flaps – Maintain previous setting.

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

iii. At 3000 FT QNH Retract flaps on schedule and assume normal en-route climb.
iv. Between 3000 FT QNH and FL 100: Maximum climb speed 250 KT unless otherwise instructed.
v. **All** turbo-jet aircraft or turbo-fan aircraft departing from Runway 27 shall attain an altitude of 1500 FT and shall have passed the end of the runway before commencing any turn.
vi. Aircraft 'going around' from an approach to Runway 27 shall not commence any turn until the end of the runway and shall avoid overflying Castle Donington (sector 360° MAG to 065° MAG, radius 0.65 NM from the localizer).
vii. All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 KG, departing 'Northbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 095° MAG to 1.5 NM before turning left in accordance with the departure SID or issued clearance.
viii. All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 KG, departing 'Southbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 095° MAG to 2.0 NM before turning right in accordance with the departure SID or issued clearance.
ix. 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.

4 TAKE-OFF PROCEDURES. RUNWAY 27 BETWEEN THE HOURS OF 2200-0700 (2100-0600)

a) All departures should be from Whiskey. Runway length from a beam Whiskey is 2463 M; full length take-off is available on request for operational performance reasons, or for ATC requirements, only. When full length is requested, aircraft may be held at A3 prior to entering Runway 27 at A1.

5 PREFERRED RUNWAY USAGE

a) During light wind conditions aircraft may be required to use either runway subject to a maximum tailwind of 5 KT.

6 ILS APPROACHES

a) When using the ILS in IMC or VMC, aircraft shall not descend below 2000 FT QNH before intercepting the glidepath, nor thereafter fly below it. Aircraft approaching without assistance from the ILS or radar shall not at any time follow a descent path lower than that which would result from an approach using guidance from the ILS.

7 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 FL100 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.

d) 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.

Note: *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.*

8 REVERSE THRUST

a) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft between the hours of 2200-0700 (2100-0600).

9 VISUAL CIRCUITS

a) Large aircraft and all turbo-jet and turbo-fan aircraft, when carrying out circuits, shall be flown at an altitude of at least 2000 FT QNH and turns onto the crosswind leg must not be initiated until after passing the up-wind end of the runway.
b) Pilots shall avoid making their final turn on approach to Runway 27 over the village of Kegworth. All circuits to the south of the aerodrome must keep clear and south of the village of Diseworth, all circuits to the north of the aerodrome must keep clear and north of the village of Castle Donington.
c) Pilots shall avoid direct over flight of the villages of Aston and Weston-on-Trent 2 NM to the northwest of the aerodrome.

10 TRAINING FLIGHTS

a) Training requires the prior approval of ATC. Permission will only be given for such flights between 0800-1200 (0700-1100) and 1400-1800 (1300-1700). Training will only be permitted by based operators, regular users of the airport or non-jet aircraft below 5700 KG MTOW. Training on Saturdays, Sundays and UK Public Holidays will not be permitted except by non-jet aircraft below 5700 KG MTOW.

11 ENGINE RUNNING

a) Engine running of aircraft will not be approved between 2300-0600 (2200-0500), unless an aircraft is urgently required to provide an operational service. For further information contact the Airfield Operations Duty Manager on Tel: 07542-383390.
b) Static ground running of aircraft engines above idle power is not permitted for Code D, E or F aircraft having more than two engines.

12 AUXILIARY POWER UNITS (APU)S

a) Use of APU shall be limited as much as possible.
b) APU may be used:

i. 5 minutes after 'On Blocks';
ii. 30 minutes before Estimated Time of Departure (ETD).

Requests for operational extensions, e.g. aircraft maintenance, may be approved by the duty Airfield Safety and Compliance Officer on Tel: 07880-787543.

13 OPERATION RESTRICTIONS

a) Any aircraft which has a quota count (QC) of 16, 8 or 4 may not take off or land during the night period 2300-0700 (2200-0600).
b) An aircraft may not take off or be scheduled to land during the night period where the operator of that aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport authority to verify its noise classification and thereby its quota count.

14 DAY NOISE LIMITS

a) Any aircraft shall, after take-off, be operated in such a way that it will not cause a Maximum Sound Level (Lmax) exceeding 90 decibels A-Weighted (dBA) by day 0700-2300 (0600-2200), as measured at any noise monitoring terminal at any of the sites in the table in section 15. Any exceedance of the daytime noise limit will incur a charge as detailed in the Airport Fees and Charges document.

15 NIGHT NOISE LIMITS

a) Aircraft departing between 2300-0700 (2200-0600) are required to operate within a maximum noise limit (measured at a distance of 6.5 KM from start of roll).
b) Noise limits at specific monitors may vary from the below. This is due to adjustments at each monitor made with reference to the height and distance relative to 6.5 KM from start of roll, and the departure route flown. The maximum noise limits are defined as follows:

QC Category	Proposed Limit
QC: 0.25 and below	80 dB
QC: 0.5 and QC1	82 dB
QC: 2 and QC4	84 dB

c) QC = quota count (as defined in the UK AIP Supplement)

d) Any aircraft shall, after take-off, be operated in such a way that it will not cause more noise than these limits when measured at any noise monitoring terminal at any of the sites in the table below:

Site	Elevation above aerodrome	Latitude	Longitude
Site 1: Weston-on-Trent	39 M	525040N	0012459W
Site 2: Wilson	47 M	524922N	0012352W
Site 3: Sutton Bonington	43 M	524941N	0011455W

e) The limits shall be adjusted in accordance with the following table to take account of the location of the terminal and its ground elevation and equipment tolerance relative to the aerodrome elevation.

Site	Adjustment dBA	Runway
Site 1: Weston-on-Trent	Minus 1.8	27
Site 2: Wilson	Plus 4.6	27
Site 3: Sutton Bonington – TNT/POL	Minus 1.2	09
Site 3: Sutton Bonington – SAPCO	Minus 1.3	09

f) Aircraft that exceed the maximum noise limit will be subject to a penalty as stated in the airport fees and charges document.

EGNX AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Arrival Routes (STARs).

i. Standard Arrival routes for aircraft inbound from the UK ATS Route Network will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGNX-7-1 to 7-4.
ii. Where STARs are designated as RNAV1 Only, Non-RNAV 1 aircraft shall file the via the existing route structure as featured in the Standard Route Document (SRD). Aircraft should not proceed beyond ROKUP or PIGOT without ATC clearance.

b) Aircraft inbound from the UK ATS Route Network will be cleared into the CTR/CTA without having to request a specific entry clearance.
c) Initial Approach Procedures for aircraft to proceed from holding area PIGOT and ROKUP are detailed at AD 2-EGNX-7-10 to 7-11.

Note: *Due to the removal of the DTY/TNT DVORs, IAPs as detailed at AD 2-EGNX-7-10 and 7-11 are only available to aircraft that are RNAV1 compliant.*

d) Inbound Procedure other than on the UK ATS Route Network.

i. Aircraft wishing to enter the East Midlands CTR/CTA direct from the London Flight Information Region are required to obtain permission at least 10 minutes before reaching the Zone or Area boundary, when they will be advised of the route to be followed consistent with the current traffic situation.

e) Holding patterns are as follows:

Midlands NDB(L) EME	Holding axis 270° M inbound, turning left, maximum holding speed 210 KT, minimum holding level, 3000 FT ALT.
Midlands NDB EMW	Holding axis 090° M inbound, turning right, maximum holding speed 210 KT, minimum holding level, 3000 FT ALT.
PIGOT	Terminal Holding Fix is established at PIGOT as detailed on the appropriate STAR charts.
ROKUP	Terminal Holding Fix is established at ROKUP as detailed on the appropriate STAR charts.

f) Minimum Runway Occupancy Requirements

i. Landing aircraft are reminded that prompt exit from the runway will enable ATC to apply minimum spacing on final approach and will minimise the risk of 'go-arounds'. Pilots of landing aircraft are therefore requested to vacate the runway via the first available taxiway corresponding to operational requirements or as directed by ATC.
ii. With the exception of Code D and above aircraft, the preferred exit after landing on Runway 27 is Mike. Pilots shall only attempt to vacate at Sierra when they have obtained permission from East Midlands Tower during final approach.
iii. After landing on Runway 09, unless there is reasonable assurance of slowing in time to vacate at Sierra, landing aircraft are requested to keep their speed up and vacate the runway via Whiskey. During Runway 09 operations, permission to vacate at Sierra does not need to be obtained from ATC prior to landing.
iv. Pilots are reminded that taxiways Sierra and Mike are unsuitable for Code D and above aircraft.

g) Approach with Radar Control

i. Aircraft will be radar vectored for an intermediate approach profile that should allow a low power/low drag continuous descent approach to be carried out. To achieve this profile, pilots should plan to be at FL 100 and 250 KT by 35 NM from touchdown, reducing to 250 KT-220 KT by 6000 FT ALT 20 NM from touchdown. Estimated track distance will be given 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.

ii. For planning purposes, 35 NM from touchdown equates approximately to the following positions:.

Runway	From the South	From the North
09	28 NM N of DTY 17 NM DME from I-EMW	VEGAR 26 NM DME from I-EMW
27	VELAG 28 NM DME from I-EME	Abeam TNT 16 NM DME from I-EME

h) Approach without Radar Control

i. When traffic is not being sequenced by Surveillance Radar, aircraft will be cleared from the holding facility to carry out the approach procedure appropriate to the runway-in-use, as detailed at AD 2-EGNX 7-10 to 7-11.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Standard Instrument Departure Procedures are detailed at AD 2-EGNX-6-1 to AD 2-EGNX-6-3.

Note: *Due to the removal of the DTY/TNT DVORs, SIDs as detailed at AD 2-EGNX-6-1 and 6-2 are only available to aircraft that are RNAV 1 compliant.*

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) After departure aircraft must not change frequency until instructed.

e) Aircraft that operate consistently outside the noise preferential route can be subject to a penalty as stated in the airport fees and charges document.

Note: *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 5000 FT vectoring altitude, 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 1.2 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.*

3 RADIO COMMUNICATIONS FAILURE PROCEDURE

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 para 3.4.

b) Initial Approach: as per Loss of Communications on chart AD 2.EGNX-5-1.

c) Intermediate/Final Approach: as per Loss of Communications on chart AD 2.EGNX-5-1.

d) The route to be used when leaving the CTR/CTA in accordance with this procedure is as follows:

Position at time of decision	Route
NDB EME or NDB EMW	Track 350°MAG at 3000 FT ALT

4 VFR AND SPECIAL VFR FLIGHT

a) Pilots inbound to East Midlands under VFR will be instructed to report at one of the VRPs, where they will either be given a route to follow or will be identified by radar and directed into the approach sequence. If inbound aircraft are not being radar directed and direct routings are, for traffic reasons, not available, to expedite arrival, the route to follow offered to pilots after reporting at a VRP will be:

VRP	Route
Church Broughton (Disused AD) Trowell (M1 Service Area) Bottesford (Disused AD)	Via Long Eaton Entry Lane
Melton Mowbray (Disused AD) M1 Junction 22 (Markfield) M42 Junction 11 (Measham)	Via Shepshed Entry Lane

b) Clearances may be requested for Special VFR flights within the CTR and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down at ENR 1.2.

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 in the related notification at ENR 1-4-6, note 4, paragraph d.*

c) 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 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, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

5 VISUAL REFERENCE POINTS (VRP)

a) Church Broughton (Disused AD), M1 Junction 22 (Markfield) and M42 Junction 11 (Measham) - all below 2500 FT ALT.
b) Pilots routeing via Bottesford (Disused AD) should avoid overflying the area around Langar aerodrome, which is designated as an area of intense parachuting activity.
c) Pilots routeing via Melton Mowbray (Disused AD) are advised of the proximity of the TV mast at Waltham on the Wold as it has a high elevation – See ENR 5.4 dataset for up to date details of ICAO AREA 1 Obstacles.
d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside East Midlands Controlled Airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on East Midlands Radar frequency, 134.180 MHz, are encouraged to select SSR code 4572.

530412N 0015647W - 524800N 0015216W -
523440N 0013300W - 522846N 0012550W -
523452N 0002500W - 525320N 0002420W -
530850N 0004047W - 530818N 0013320W -
530412N 0015647W.

b) Selection of code 4572 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.

c) Whilst squawking 4572, pilots should be aware that East Midlands 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 4572 shall be deselected.

7 ENTRY/EXIT LANES

a) Conditions of Use

i. To permit aircraft to operate to and from East Midlands Aerodrome in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

1. A lane 3 NM wide, known as the LONG EATON Lane, with centre-line the M1 Motorway, extending from the point where the Motorway crosses the northern boundary of the CTR (Junction 25), southwards to a point at which it crosses the extended centre-line of Runway 09/27.
2. A lane 3 NM wide, known as the SHEPSHED Lane, with centre-line the M1 Motorway, extending from the point where the Motorway crosses the southern boundary of the CTR (Motorway Junction 23), northwards to a point at which it crosses the extended centre-line of Runway 09/27.

ii. Use of the lanes is subject to SVFR clearance being obtained from East Midlands ATC;
iii. Aircraft using the lanes must remain clear of cloud and in sight of the surface, not above 2000 FT (QNH);
iv. An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes;
v. Pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles

b) In order to expedite the arrival and departure of light aircraft in VMC use of these lanes by such aircraft operating under VFR is also recommended. Use of the lanes for this purpose, irrespective of prevailing weather conditions, remains subject to clearance being obtained from ATC.

EGNX AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNX AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNX-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGNX-2-2
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGNX-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNX-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) SAPCO (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGNX-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRENT (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGNX-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) POLE HILL - ICAO
AD 2.EGNX-6-3
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMPIT 2E DOLOP 1E MAKUX 1E MALUD 1E WAL 2E - ICAO
AD 2.EGNX-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) CROFT 1E LIBSO 1E OMENU 1E VEGUS 1E - ICAO
AD 2.EGNX-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) POL 1E - ICAO
AD 2.EGNX-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DTY 1E HEMEL 1E - ICAO
AD 2.EGNX-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES AMPIT 2E DOLOP 1E MAKUX 1E
AD 2.EGNX-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES MALUD 1E WAL 2E CROFT 1E
AD 2.EGNX-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES LIBSO 1E OMENU 1E VEGUS 1E
AD 2.EGNX-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES POL 1E DTY 1E HEMEL 1E
AD 2.EGNX-7-8
RNAV HOLD CODING TABLES ROKUP PIGOT
AD 2.EGNX-7-9
INITIAL APPROACH PROCEDURES ILS/DME RWY 09 via PIGOT/ROKUP (RNAV SUBSTITUTION ONLY)
AD 2.EGNX-7-10
INITIAL APPROACH PROCEDURES ILS/DME RWY 27 via PIGOT/ROKUP (RNAV SUBSTITUTION ONLY)
AD 2.EGNX-7-11
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) Z RWY 09 - ICAO
AD 2.EGNX-8-1
INSTRUMENT APPROACH CHART ILS/NDB(L) Y RWY 09 - ICAO
AD 2.EGNX-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) Z RWY 09 - ICAO
AD 2.EGNX-8-3
INSTRUMENT APPROACH CHART LOC/NDB(L) Y RWY 09 - ICAO
AD 2.EGNX-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 09 - ICAO
AD 2.EGNX-8-5
INSTRUMENT APPROACH CHART NDB(L) Y RWY 09 - ICAO
AD 2.EGNX-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) Z RWY 27 - ICAO
AD 2.EGNX-8-7
INSTRUMENT APPROACH CHART ILS/NDB(L) Y RWY 27 - ICAO
AD 2.EGNX-8-8
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) Z RWY 27 - ICAO
AD 2.EGNX-8-9
INSTRUMENT APPROACH CHART LOC/NDB(L) Y RWY 27 - ICAO
AD 2.EGNX-8-10
INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 27 - ICAO
AD 2.EGNX-8-11

EGNX AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 524952N 0011940W

AD ELEV 306FT

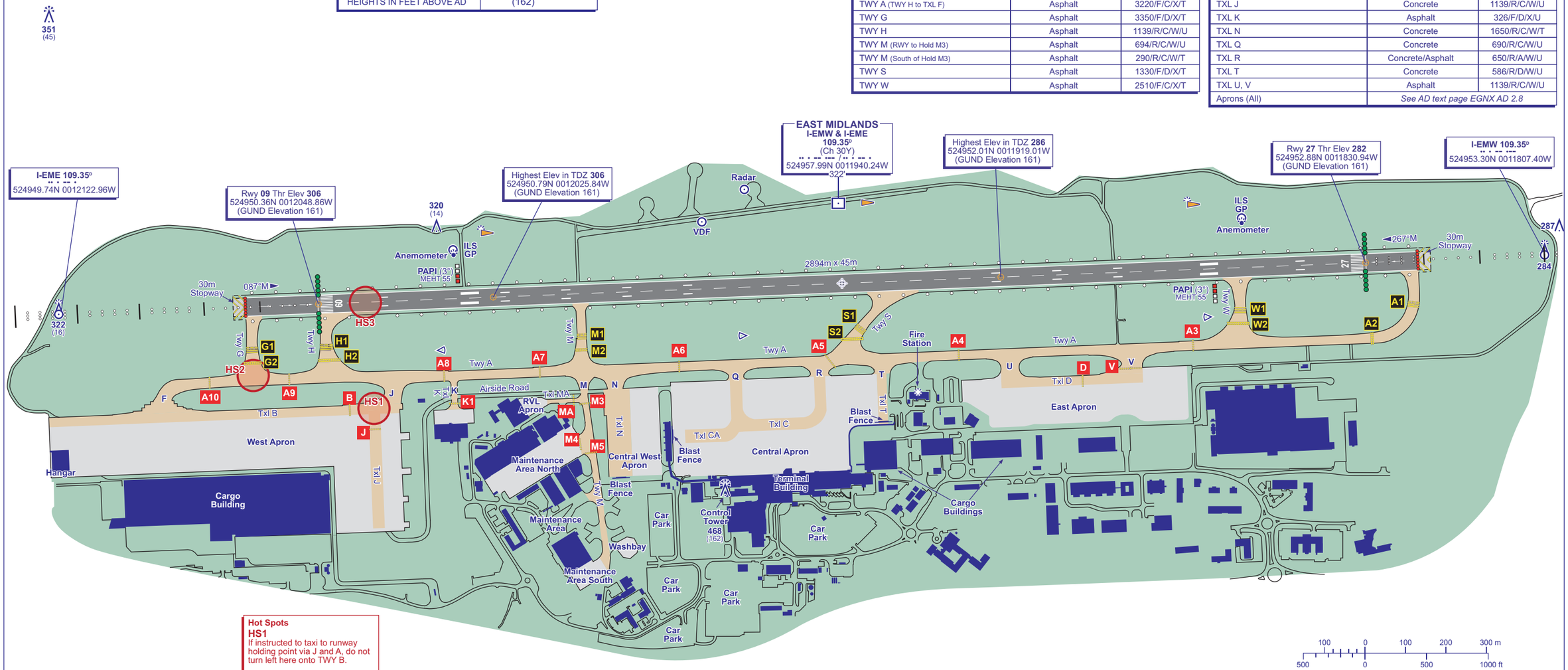
EAST MIDLANDS
EGNX

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 (13/26): BUILDINGS REVISED.

AERO INFO DATE 08 OCT 26

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 524952N 0011940W

AD ELEV 306FT

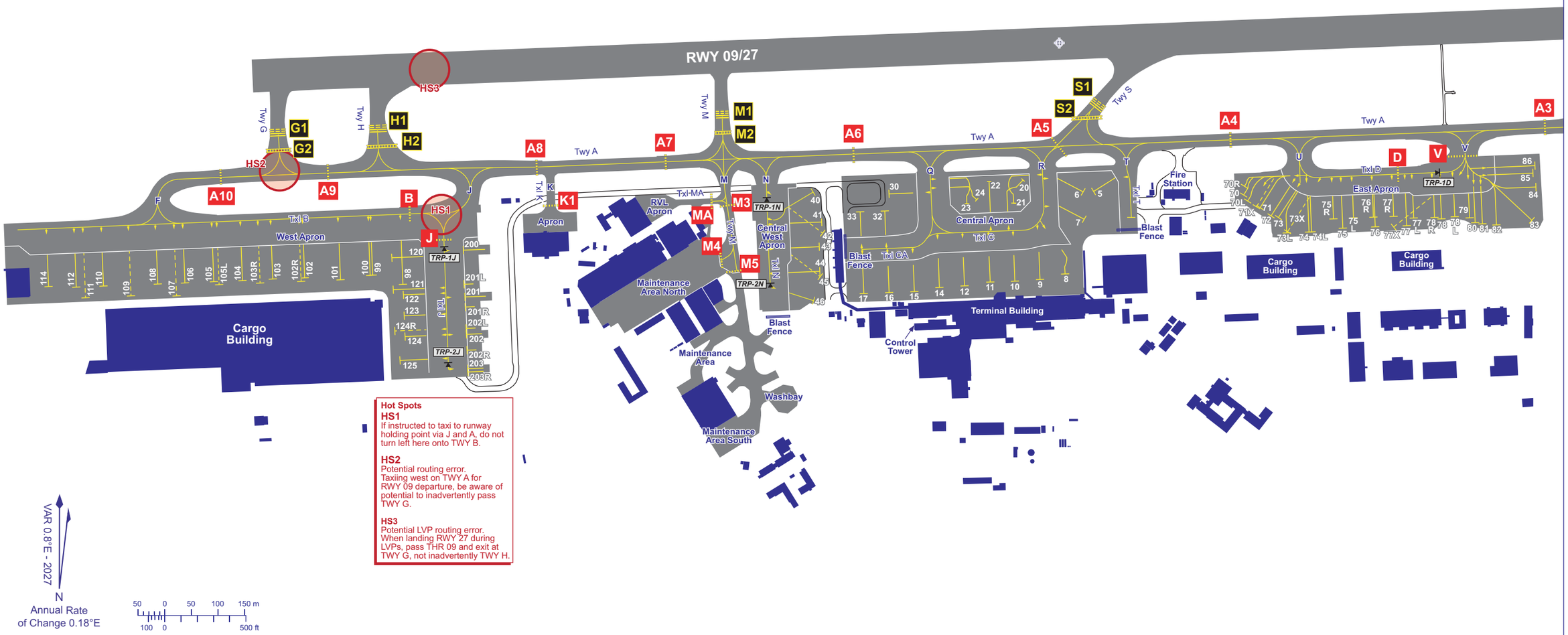
EAST MIDLANDS
EGNX

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.



CHANGE (13/26): STANDS 8, 21 CENTRELINES REVISED. BUILDINGS REVISED.

AERO INFO DATE 08 OCT 26

EGED — EDAY

EGED AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGED — EDAY

EGED AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 591125N Long: 0024621W Mid point of Runway 07/25
2	Direction and distance from city	15 NM NNE of Kirkwall.
3	Elevation / Reference temperature / Mean Low Temperature	13 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.39°W (2027) / 0.22°E
6	AD Administration Address Telephone E-mail address	ORKNEY ISLAND COUNCIL. Council Offices, Kirkwall, Orkney, KW15 1NY 01856-873535 airfields@orkney.gov.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGED AD 2.3 OPERATIONAL HOURS

1	AD Administration	Daylight hours only, subject to PPR.
2	Customs and immigration	-
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	-
8	Fuelling	-
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is PPR, a valid indemnity is required. Full details of landing fees and rules for airfield users can be found on the Orkney Islands Council website: https://www.orkney.gov.uk/our-services/transport/internal-air-services/airfields

EGED AD 2.4 HANDLING SERVICES AND FACILITIES

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EGED AD 2.5 PASSENGER FACILITIES

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EGED AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 accepted under remission by prior arrangement.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGED AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	GA APRON Surface: Grass - MAIN APRON Surface: Bitumen Macadam -
2	Taxiway width, surface and strength	Taxiway MAIN TAXIWAY: - Surface: Hardcore -
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGED AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGED 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**
(EGED5500) 25/APPROACH 07/ TAKE-OFF	Centre of Road	591129.28N 0024604.67W	13 FT	-	No	Vehicles

EGED AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGED 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	064.40°	527 x 18 M	RWY surface: Graded Hardcore	591122.06N 0024634.00W -	THR 11.0 FT -	-
25	244.41°	527 x 18 M	RWY surface: Graded Hardcore	591128.62N 0024607.31W -	THR 12.0 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 07 Starter extension of 29 M.
-	-	-	-	-	-	RWY 25 Starter extension of 29 M.

EGED AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	498 M	498 M	498 M	469 M	TORA, TODA and ASDA include a 29 M starter extension.
25	498 M	498 M	498 M	469 M	TORA, TODA and ASDA include a 29 M starter extension.

EGED 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 low	-	-	-	White Light intensity low	Red Light intensity low	-	-
25	-	Green Light intensity low	-	-	-	White Light intensity low	Red Light intensity low	-	-

EGED 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: 591133.64N 0024605W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGED AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 591132.43N 0024608.78W, -
2	TLOF and/or FATO elevation	TLOF: 12.0 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: Letter H
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGED AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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EGED AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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EGED AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGED AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All GA aircraft must park only on the clearly designated grass GA APRON. GA aircraft must not park on the main tarmac apron.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass can become very soft especially during the winter months.
b) Runway 07/25: Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGED AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGED AD 2.22 FLIGHT PROCEDURES

a) RTF contact with Kirkwall (EGPA) recommended.

EGED AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGED AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGED AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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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	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	555717.66N 0032128.66W 173.4 FT	THR 99.8 FT TDZ 100.0 FT	-

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

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

EGPH AD 2.13 DECLARED DISTANCES

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

EGPH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. First barrette of ALS removed. Lights are LED. 870 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 56 FT 425 M	White Light intensity high 901 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	-
24	Coded centre-line with five crossbars. Supplementry lighting inner 300 M. Lights are LED. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 59 FT 380 M	White Light intensity high 903 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	-

EGPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGPH AD 2.16 HELICOPTER LANDING AREA

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EGPH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

EGPH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
APP	EDINBURGH APPROACH	121.205 Also a CTR Channel. DOC 40 NM/ 10,000 FT.	-	-	H24	VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
TWR	EDINBURGH GROUND	121.755	-	-	Mon-Fri 0600-2200 (0500-2100); Sat, Sun 0600-2200 (0500-2100).	Outside operating hours contact TOWER 118.705 MHz. VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
		121.980 as directed by ATC.	-	-	Mon-Fri 0600-2200 (0500-2100); Sat, Sun 0600-2200 (0500-2100).	
	EDINBURGH TOWER	118.705 DOC 25 NM/ 10,000 FT.	-	-	H24	
		121.500	-	-	O/R	
RADAR	EDINBURGH RADAR	121.205 DOC 40 NM/ 10,000 FT.	-	-	H24 Subject to NOTAM	VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		128.980 DOC 40 NM/ 10,000 FT. As directed by ATC.	-	-	H24 Subject to NOTAM	
ATIS	EDINBURGH INFORMATION	131.355 DOC 60 NM/ 20,000 FT.	-	-	H24	Also available by telephone: 0131-348 4823.
OTHER	EDINBURGH FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.24°W (2027)	IVG	108.900 MHz	HO	555725.58N 0032105.28W	-	(RWY 06) The Localiser is not to be used below 3000 FT agl outside 17 NM.
ILS/GP	IVG	329.300 MHz	HO	555652.51N 0032259.39W	-	3° ILS Ref Datum Hgt 54 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range. May not maintain full scale fly up indications when left of localiser centre-line and below glidepath.
ILS/LOC III 0.25°W (2027)	ITH	108.900 MHz	HO	555629.22N 0032351.54W	-	(RWY 24) The Localiser is not to be used below 3000 FT agl outside 17 NM.
ILS/GP	ITH	329.300 MHz	HO	555716.69N 0032148.96W	-	3° ILS Ref Datum Hgt 50 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
VOR/DME 0.66°W (2027) 0.8°W (2025)	GOW	101X 115.400 MHz	H24 Hours of operation for aerodrome purposes: HO	555213.81N 0042644.60W	46 FT	GOW VOR DOC: 25 NM/25,000 FT (45 NM/25,000 FT Sector R051-091). Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201.
VOR/DME 0.71°W (2027) 0.9°W (2025)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	VOR DOC: 20 NM/50,000 FT, 30 NM/ 50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181. In addition coverage at low level is reduced in Sector R066-106.
DME	IVG	26X 108.900 MHz	HO	555706.24N 0032222.75W	120 FT	(RWY 06) On AD. DME freq paired with ILS I-VG and I-TH. Zero range is indicated at THR of Runway 06 and 24.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	ITH	26X 108.900 MHz	HO	555706.24N 0032222.75W	120 FT	(RWY 24) On AD. DME freq paired with ILS I-VG and I-TH. Zero range is indicated at THR of Runway 06 and 24.
NDB (L) 0.21°W (2027)	EDN	341.000 kHz	H24	555842.55N 0031707.63W	-	Range 35 NM.
NDB (L) 0.29°W (2027)	UW	368.000 kHz	H24	555418.55N 0033009.05W	-	Range 25 NM.

EGPH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Edinburgh CTR.
b) All flights, except General Aviation and Military flights, are subject to the prior approval of the Chief Executive Officer, Edinburgh Airport Ltd (EAL) and prior notification to Airport Coordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to EAL Airside Operations on Tel: +44 (0)131-344 3139. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1
c) Fixed-wing and rotary aircraft using Edinburgh Airport do so in accordance with the Conditions of Use document available on request from Edinburgh Airport Ltd. Tel: +44 (0)844 481 8989 or www.edinburghairport.com/cou
d) Use by aircraft not able to communicate with ATC by radio is subject to prior permission from ATC.
e) A handling agent (an EAL licensed airline operator or handling agent based at Edinburgh) is a requirement for all flights including general aviation, cargo, military and helicopter movements. All operators, including executive and private general aviation, must make prior arrangements with a handling agent for the ground handling of all flights. Due to limited parking space all aircraft are PPR with their handling agent.
f) Pilots of international arriving or departing General Aviation aircraft are responsible for presenting their passengers to the UK Border Agency. Transport to and from the control authority facilities will be provided by the handling agent.
g) Airline operators are requested to note that stand availability is extremely limited, particularly at night and for large wide-bodied aircraft.
h) The use of the airport is also subject to the limitations imposed by the night noise limitations.
i) It is a requirement that every airline using Edinburgh Airport must have local orders compatible with the EAL Emergency Orders. Airlines, General Aviation operators and Flying Clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the airport. EAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
j) Aircrew can request ATC departure clearance from EOBT-25. Departing aircraft on first contact with Edinburgh ATC must state aircraft type, stand number and the code letter of the latest ATIS received.
k) Crews should be in receipt of departure clearance prior to requesting push and start.
l) ATC departure clearance by Data Clearance Link (DCL) is available at Edinburgh for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available as follows: **Winter** - All flights from EOBT-25 minutes. **Summer** - Flights with EOBT between 0500Z and 0700Z, EOBT-22 minutes otherwise from EOBT-25 minutes. DCL clearances may not be issued if requested later than EOBT+15 minutes.
Successful clearances must be accepted within 5 minutes of receipt or a '**REVERT TO VOICE**' message will be received. If any data errors are detected by the system or the controller, a '**REVERT TO VOICE**' message will be received.
If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.
m) Crews should request start up clearance only when fully ready to push. This should include doors and hatches closed, steps or air bridge removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent back of stand vehicle traffic congestion, anti-collision beacons should only be switched on once start clearance has been obtained. Where a push-back is to take place with no headset communication between ground crew and aircraft commander, ATC must be advised of this prior to push-back clearance being requested.
n) Aircraft commanders should not request taxi clearance until all ground crew have vacated the taxilane.
o) When on airside external areas, Flight crew and Cabin Crew are required to wear a fully fastened high visibility jacket or tabard.

2 GROUND MOVEMENT

a) Arriving and departing crew whom are unfamiliar with EGPH should notify ATC prior to taxiing. All stands are nose-in/push-back. Aircraft on the GA Apron may be turned to face nose out. Aircraft parked on the GA Apron may start engines and taxi from a nose out position. Flight and ground crew must ensure that roadways etc are protected against any jet blast/prop wash. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow-bar is available.
b) General Aviation (GA) aircraft requiring UK Border Agency clearance may be initially directed to the passenger apron. Passengers will be taken to the main passenger terminal for UK Border Agency clearance by their handling agent. When all necessary formalities have been completed, aircraft will be required to reposition to an alternate parking location. GA aircraft not requiring UK Border Agency inspection may taxi directly to their allocated parking area.

c) Aircrews are advised that there is a short section of parallel taxiway incorporating Lima 1 to Lima 2 and Mike 1 to Mike 2 to enable ATC to pass aircraft. Aircraft must remain on the yellow centre-lines to maintain the required minimum wing-tip clearances and should ensure that they understand the routeing given by ATC, particularly at night when both taxiway centre-lines and associated curves are illuminated. The taxiways are clearly delineated by internally illuminated signs and painted ground markings where it has not been possible to provide signs.
d) At all times, aircrew are responsible for their wingtip separation and, if in any doubt, should stop, hold position and request marshaller assistance. At either end of the Taxiway Alpha, passing places (V and W loops) have been provided to allow aircraft to hold and/or pass aircraft holding on the Taxiway Alpha. Aircraft may pass other aircraft at these locations only when both aircraft concerned have a wingspan of less than 36 M.
e) Airlines/Aircraft Operators should be aware that stand availability prior to operational first wave is extremely limited and aircraft arriving off schedule prior to first wave are likely to either hold or be allocated any aircraft compliant stand, including non-contact, as they become free.

3 CAT II/III OPERATIONS

a) Runway 06 and 24, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II and III operations special ATC procedures (ATC low visibility procedures) will be applied. Pilots will be informed by RTF when these procedures are in operation.
c) Departing Aircraft: Aircraft must not obstruct the Fire Service access road to Runway 06/24 between Holds A10 and A11.
d) Arriving Aircraft: Pilots should delay the call 'Runway vacated' until the aircraft is established on Taxiway Alpha and past the coded taxiway centre-line.
e) No intersection departures from Bravo and Charlie.

4 WARNINGS

a) Pilots are warned that there is a large bird population around the aerodrome and to expect the possibility of increased bird activity in the lower airspace, together with visible evidence of deterrent activity in the form of shell crackers being fired.
b) Steel plate in place on Echo Taxiway, 15 metres south of E2 and 10 metres West of the Echo Taxiway centreline.

5 HELICOPTER OPERATIONS

a) All helicopter arrivals and departures are via Runway 06/24.
b) Arrivals - ATC shall direct traffic to the designated parking area and thereafter will advise on hover/taxiing requirements.
c) Departures – As directed by ATC.

6 USE OF RUNWAYS

a) The declared distances promulgated for the Bravo and Charlie taxiway intersections are taken at the intersection of the downwind edge of the specified taxiway with the runway centre-line. An appropriate adjustment for a line up allowance must additionally be made by aircrew.
b) Minimum Runway Occupancy Times

i. Departures

1. On receipt of line up clearance, pilots should, commensurate with safety and standard operating procedures, line up on the runway without delay.
2. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take off roll as soon as clearance is issued.
3. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Edinburgh Tower frequency.

ii. Arrivals

1. Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach to achieve maximum runway utilisation and will minimise the risk of 'go-arounds'.
2. Standard Taxi Routes - After landing pilots must follow the appropriate Standard Taxi Route to the clearance limit specified in the table below. ATC Instruction will not normally be given for aircraft vacating at A1, B1 and D1.

Runway Exit Used	Clearance Limit	Via
A1	A8	TWY A
B1	A12	TWY B and TWY A
C1	As Instructed by ATC (Normally A15 or A16)	TWY C and TWY A
D1	A18	TWY D and TWY A

c) Code E/F aircraft must vacate the runway at the end (via A1 or D1) unless escorted by "follow-me" vehicle.

7 TRAINING

a) Flight Training and/or test flying is permitted subject to prior liaison with, and the agreement of EGPH ATC.

EGPH AD 2.21 NOISE ABATEMENT PROCEDURES

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

a) Any aircraft using the aerodrome shall be operated in such a way that it will not cause a noise reading of more than 94 dBA Lmax by day 0600-2330 (0500-2230) or 87 dBA Lmax by night 2330-0600 (2230-0500) at the relevant noise monitoring terminal(s); the measured noise reading for the event will be taken as the highest recorded at any single noise monitoring terminal.

The sites of the aircraft noise monitoring terminals relating to Edinburgh Airport are:

- EDI 01 - Houston Industrial Estate, Livingston. NT 0620 6903 - *555418N 0033006W;
- EDI 02 - Scottish Power, Broxburn. NT 0924 7061 - *555508N 0033202W;
- EDI 03 - Cramond Kirk Manse, Cramond. NT 1902 7650 -*555829N 0031757W.

b) For visual approaches to Runway 06/24 the following limitations will apply:

i. Propeller driven aircraft whose MTWA does not exceed 5700 KG will not join the final approach to the runway below 1000 FT AAL.
ii. All visual approaches from the south to Runway 24 by aircraft with an MTWA in excess of 5700 KG are to be made from a position not less than 7 NM DME on the extended centreline. Aircraft are not to descend below 2000 FT QNH until after crossing the Firth of Forth coastline northbound. All visual approaches from the north to Runway 24 by aircraft with an MTWA in excess of 5700 KG are to be made from a position not less than 4 NM DME on the extended centreline. Aircraft approaching Runway 06 are to join the extended runway centreline at a height of not less than 1500 FT.

c) With the exception of aircraft in an emergency, between the hours of 2230-0630 (2130-0530), no visual approaches to Runway 06/24 are permitted for IFR aircraft. All IFR aircraft to carry out ILS approaches under ATC control.
d) Aircraft using the ILS shall not descend below 3000 FT (Edinburgh QNH), unless instructed by ATC, before intercepting the glidepath nor thereafter fly below it. Aircraft landing without assistance from ILS or radar shall follow a descent path which will not result in their being at any time lower than the nominal ILS glidepath.
e) The Noise Preferential Routeings specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
f) Noise Preferential Routes must be strictly adhered to. Direct routeings etc offered by ATC should only be taken up after completion of the NPR, unless a mandatory instruction is given or an emergency situation prevails.

Take-off Runway	ATC Clearance	Procedure
06	Via TLA VOR	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 042 then at I-VG D7 turn right onto track 142. At TLA VOR R022 (I-VG/ I-TH D12) turn right to intercept TLA VOR R024 to TLA VOR. NPR terminates at TLA VOR D30.
	Via SAB VOR or NATEB	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 042 then at I-VG D7 turn right towards SAB or NATEB. **Warning:** Pilots are reminded that UK Danger Area EGD512B lies on the direct track from the end of the NPR to NATEB. NPR terminates at I-VG D7.
	Via GRICE	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 042. At I-VG D3 turn left onto SAB VOR 285. Cross SAB D46 above 4500 (5.1%). NPR terminates at 3000.
	Via GOSAM (P600/UL612)	Climb straight ahead to I-VG D0.5 or 635 FT QNH, whichever is earlier, then turn left to track 042. Then At I-VG D3, turn left onto GOW VOR R076 to CUMBO. Cross GOW D35 at 5000 or above (8%). Cross GOW D30 at 6000. NPR terminates at 6000.
	Other Routes	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 042, until I-VG D7 before turning on course. NPR terminates at I-VG D7.

Take-off Runway	ATC Clearance	Procedure
24	Via TLA VOR	Climb straight ahead to UW NDB. At I-TH D7 turn left onto TLA VOR R343 to TLA VOR. NPR terminates at I-TH D7.
	Via SAB VOR or NATEB	Climb straight ahead to UW NDB. At UW NDB turn left towards SAB VOR or NATEB. NPR terminates at 3000.
	Via GOSAM (P600/UL612)	Climb straight ahead to UW NDB. At UW NDB turn right onto UW NDB QDR 260 to MAVIX. Cross I-TH D9.5 at or above 4500 (7.7%). Cross I-TH D14 at 6000 (6.6%). NPR terminates at 6000.
	Via GRICE	Climb straight ahead to UW NDB. At UW NDB turn right onto TLA VOR R350. At TLA D32 turn left to intercept TLA VOR R345 to GRICE. Cross TLA D33 at or above 4000 (3.4%). NPR terminates at 3000.
	Other Routes	Climb straight ahead to UW NDB or 3000, whichever is earlier, before turning on course. NPR terminates at 3000.

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

EGPH AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Terminal Arrival Routes (STARs). The standard routes for inbound aircraft to Edinburgh are shown at AD 2.EGPH-7-1, AD 2.EGPH-7-2, AD 2.EGPH-7-3, AD 2.EGPH-7-4, AD 2.EGPH-7-5 and AD 2.EGPH-7-6.

b) **Inbound procedure other than via the ATS route network.**

i. Aircraft wishing to enter the CTR/CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the North or Northeast, clearance via GRICE to L UW for Runway 06 or direct to L EDN for Runway 24 should be anticipated.
ii. Pilots inbound to Edinburgh under VFR must contact Edinburgh Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points.

c) **Speed**

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

2 APPROACH PROCEDURES WITH RADAR CONTROL

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

3 APPROACH PROCEDURES WITHOUT RADAR CONTROL

a) When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility via EDN or UW NDB to carry out an Instrument Approach Procedure appropriate to the landing direction.

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

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

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

5 RADIO COMMUNICATIONS FAILURE PROCEDURES

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

a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:

   i. Fly to the appropriate holding point;
   ii. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
   iii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

   i. Maintain the last assigned holding level at the appropriate holding point until:

      1. ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
      2. EAT when this has been received and acknowledged;

   ii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:

   i. If the aircraft is receiving a radar service and is within the ATCSMAC of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the ATCSMAC information at AD 2-EGPH-5-1. Landing must be effected within 30 minutes (or later if able to land visually);
   ii. If the aircraft is **either** not receiving a radar service or is receiving a radar service but has not yet arrived within the ATCSMAC of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 FT whichever is higher. He will then adopt the procedures in paragraph's 5a or 5b.

d) The route and altitude to be used when leaving the CTR/CTA in accordance with the procedures at ENR 1.1, subsection 3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR is made.

Position at time of decision	Route
Edinburgh Airport EDN or UW NDB	Track 025°T from facility at 4000 FT ALT until crossing the Edinburgh CTR Boundary.

6 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Non-Airways IFR departing flights from Edinburgh routeing in the open FIR to the north or northeast should anticipate ATC clearance normally at an altitude below 6000 FT.

7 SPEED LIMIT

a) A speed limitation of 250 KT applies to all departures following SIDs whilst flying below FL 100 unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No speed restriction'. The phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedures which may include a speed/ power limitation.

8 VFR FLIGHTS

a) VFR flights in the Control Zone will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routeing instructions via the Visual Reference Points detailed in paragraph 10 or the routes detailed in paragraph 11.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the instructions issued.
d) **Helicopters:** Whenever possible helicopter flights in the Edinburgh Control Zone will be cleared on direct routeings under VFR (or, when requested at night, on Special VFR clearance in accordance with the procedures for Special VFR flights)

9 SPECIAL VFR CLEARANCE

a) Clearance may be requested for Special VFR flight within the Edinburgh Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights (ENR 1.2 refers).
b) Special VFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 11.
c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Edinburgh Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.
d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding Airspace of the Scottish Terminal Control Area.
e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

10 VISUAL REFERENCE POINTS (VRP)

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

11 GLIDING OPERATIONS KIRKNEWTON

a) Gliding operations - Edinburgh CTR

i. Gliding operations are carried out at RAF Kirknewton by 661 Volunteer Gliding Squadron (VGS). Activity is co-ordinated with ATC and gliders can be expected in the agreed Delegated Gliding Area.
ii. The RAF Kirknewton Delegated Gliding Area (DGA) is defined by the lateral limits:

1. 555320N 0032415W – 555338N 0032053W (Ravelrig Road rail bridge between Balerno & Dalmahoy) – 555121N 0032048W (Western corner of Threipmuir Reservoir) – 554959N 0032545W (Eastern corner of Harperigg Reservoir) – 555211N 0032601W thence clockwise by an arc of a circle radius 1.3 NM centred on 555213N 0032401W to 555320N 0032415W.
2. Up to 2500 FT AMSL, this is known as DGA-circuit.
3. Up to 3700 FT AMSL, this is known as DGA-soaring.

iii. ATC may tactically manage traffic to avoid the area if appropriate.
iv. ATC will advise other aircraft of gliding activity as appropriate.

12 ENTRY/EXIT LANES

a) To permit aircraft to operate to and from Edinburgh Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

i.

1. a lane 3 NM wide, known as the Polmont Lane, with centre-line the M9 Motorway extending from Grangemouth (near the western boundary of the Edinburgh Control Zone) eastwards, via the Polmont Roundabout, Linlithgow Loch and Philpstoun to a point at which it joins the Edinburgh Aerodrome Traffic Zone;
2. a lane 3 NM wide, known as the Kelty Lane, with centre-line the M90 Motorway extending from Kelty (near the northern boundary of the Edinburgh Control Zone) southwards to M90 Junc 1B, then with the centre-line the A9000 across the Forth Road Bridge to M90 Junc 1, then with the centre-line the M90 Motorway to a point at which it joins the Edinburgh Aerodrome Traffic Zone;

ii. use of the lanes is subject to clearance being obtained from ATC Edinburgh, irrespective of prevailing weather conditions. This clearance is to be obtained by non-radio equipped aircraft before take-off and by radio equipped aircraft before entering the lane;
iii. aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 FT (Edinburgh QNH), and in flight visibility of not less than 3 KM;

iv. an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;
v. pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed in paragraph 8.

13 AERODROME OPERATING MINIMA - NON-PUBLIC TRANSPORT FLIGHTS: REFER TO AD 1.1 SUBSECTION 4 BEFORE APPLICATION

Approach Lighting Category	Runway	Approach Aid	OCH (FT) Acft CAT A See IAC for other CATs	Minima	
				DH/MDH (FT) Caution See AD 1.1 subsection 4	RVR (M)
1	2	3	4	5	6
Runway 06 Full	06	ILS/DME	135	250	600
	06	LOC/DME (also without DME)	480	480	1000
	06	NDB(L)/DME (also without DME)	580	580	1000
Runway 24 Full	24	ILS/DME	145	250	600
	24	LOC/DME (also without DME)	440	440	900
	24	NDB(L)/DME (also without DME)	500	500	1000

14 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Edinburgh controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Edinburgh Radar frequency, 121.205 MHz, are encouraged to select SSR code 0440.

553627N 0035327W - 553648N 0024753W -
560117N 0023955W - 561156N 0025112W -
561150N 0034633W - 555724N 0035417W -
554806N 0035411W - 553627N 0035327W.

b) Selection of code 0440 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
c) Whilst squawking 0440, pilots should be aware that Edinburgh Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0440 shall be deselected.

EGPH AD 2.23 ADDITIONAL INFORMATION

a) For wildlife hazard management purposes, a bird scaring laser is deployed and utilised by the Airside Operations team.

EGPH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPH-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGPH-2-2
AERODROME CHART CODE E AIRCRAFT GROUND MOVEMENT - ICAO
AD 2.EGPH-2-3
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGPH-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPH-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) GOSAM (Jet aircraft only) - ICAO
AD 2.EGPH-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA - ICAO
AD 2.EGPH-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) GRICE - ICAO
AD 2.EGPH-6-3

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) PTH 1G - ICAO
AD 2.EGPH-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) INPIP 1E - ICAO
AD 2.EGPH-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AGPED 1E - ICAO
AD 2.EGPH-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) GIRVA 1E - ICAO
AD 2.EGPH-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TUNSO 1E - ICAO
AD 2.EGPH-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES PTH 1G INPIP 1E AGPED 1E GIRVA 1E TUNSO 1E
AD 2.EGPH-7-6
RNAV HOLD CODING TABLE STIRA TARTN
AD 2.EGPH-7-7
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 06 - ICAO
AD 2.EGPH-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 06 - ICAO
AD 2.EGPH-8-2
INSTRUMENT APPROACH CHART NDB/DME RWY 06 - ICAO
AD 2.EGPH-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 24 - ICAO
AD 2.EGPH-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 24 - ICAO
AD 2.EGPH-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 24 - ICAO
AD 2.EGPH-8-6

EGPH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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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

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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	-
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

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5	Remarks	WDI: 504411.84N 0032422.21W (LGTD); 504348.86N 0032518.66W (LGTD). Obstacle marking. Runway ahead, enhanced taxiway centre-line and mandatory instruction marking are located at all holding points. Retroreflective intersection departure distance signs at Bravo 1 and Charlie 1. When operational, blue linlaners along edges of grass taxiway. No entry signs at intersection of grass parking area to grass taxiway.

EGTE AD 2.10 AERODROME OBSTACLES

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.

EGTE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours.
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/telephone 01392-444523.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	METFORM 214-215, 414-415. METARs, TAFs, SIGMET, GAMET. Internet access.
8	Supplementary equipment available for providing information	ATIS 119.330 MHz. Self briefing terminal in Aviation South West briefing room.
9	ATS units provided with information	EXETER
10	Additional information (limitation of service, etc.)	-

EGTE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
08	076.11°	2076 x 45 M	RWY surface: Asphalt, Grooved PCR 410/F/B/X/U	504355.43N 0032540.82W 169.0 FT	THR 99.8 FT TDZ 99.1 FT	-
26	256.13°	2076 x 45 M	RWY surface: Asphalt, Grooved PCR 410/F/B/X/U	504411.24N 0032359.98W 169.0 FT	THR 102.3 FT TDZ 101.5 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
-	215 x 150 M	2156 x 280 M	-	-	-	RWY 08 The downslope gradient over the first 400 M of LDA is: RWY 08 - 0.73% 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
-	581 x 150 M	2156 x 280 M	-	-	-	RWY 26 Threshold displaced by 39 M. The downslope gradient over the first 400 M of LDA is: RWY 26 - 0.74% OFZ: Yes.

EGTE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	2036 M	2252 M	2036 M	2036 M	-
26	2076 M	2657 M	2076 M	2036 M	-
08	1665 M	1880 M	1665 M	-	Take-off from intersection of Taxiway Bravo.
08	1127 M	1342 M	1127 M	-	Take-off from intersection of Taxiway Golf.
08	1081 M	1296 M	1081 M	-	Take-off from intersection of Taxiway Delta.
08	791 M	1007 M	791 M	-	Take-off from intersection of Taxiway Charlie.
08	787 M	1002 M	787 M	-	Take-off from intersection of Taxiway Echo.
26	1819 M	2400 M	1819 M	-	Take-off from intersection of Taxiway Foxtrot.
26	1264 M	1846 M	1264 M	-	Take-off from intersection of Taxiway Echo.
26	1264 M	1846 M	1264 M	-	Take-off from intersection of Taxiway Charlie.
26	973 M	1460 M	973 M	-	Take-off from intersection of Taxiway Delta.
26	927 M	1391 M	927 M	-	Take-off from Intersection of Taxiway Golf.

EGTE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	Coded centre-line with two crossbars. 332 M Light intensity high	Green Light intensity high Flush with wingbars	PAPI Left/3° 60 FT 438 M	-	Colour coded 15 M spacing HI	HI elev bi-directional with LI omni-directional component White, with last 600 M each side yellow caution zone	Red	-	-
26	Coded centre-line with five crossbars. 750 M Light intensity high	Green Light intensity high Flush with wingbars	PAPI Left/3.5° 58 FT 361 M	-	Colour coded 15 M spacing HI	HI elev bi-directional with LI omni-directional component White, with last 600 M each side yellow caution zone	Red	-	-

EGTE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGTE AD 2.16 HELICOPTER LANDING AREA

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EGTE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

EGTE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

EGTE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

AERODROME CHART - ICAO

ARP 504403N 0032450W

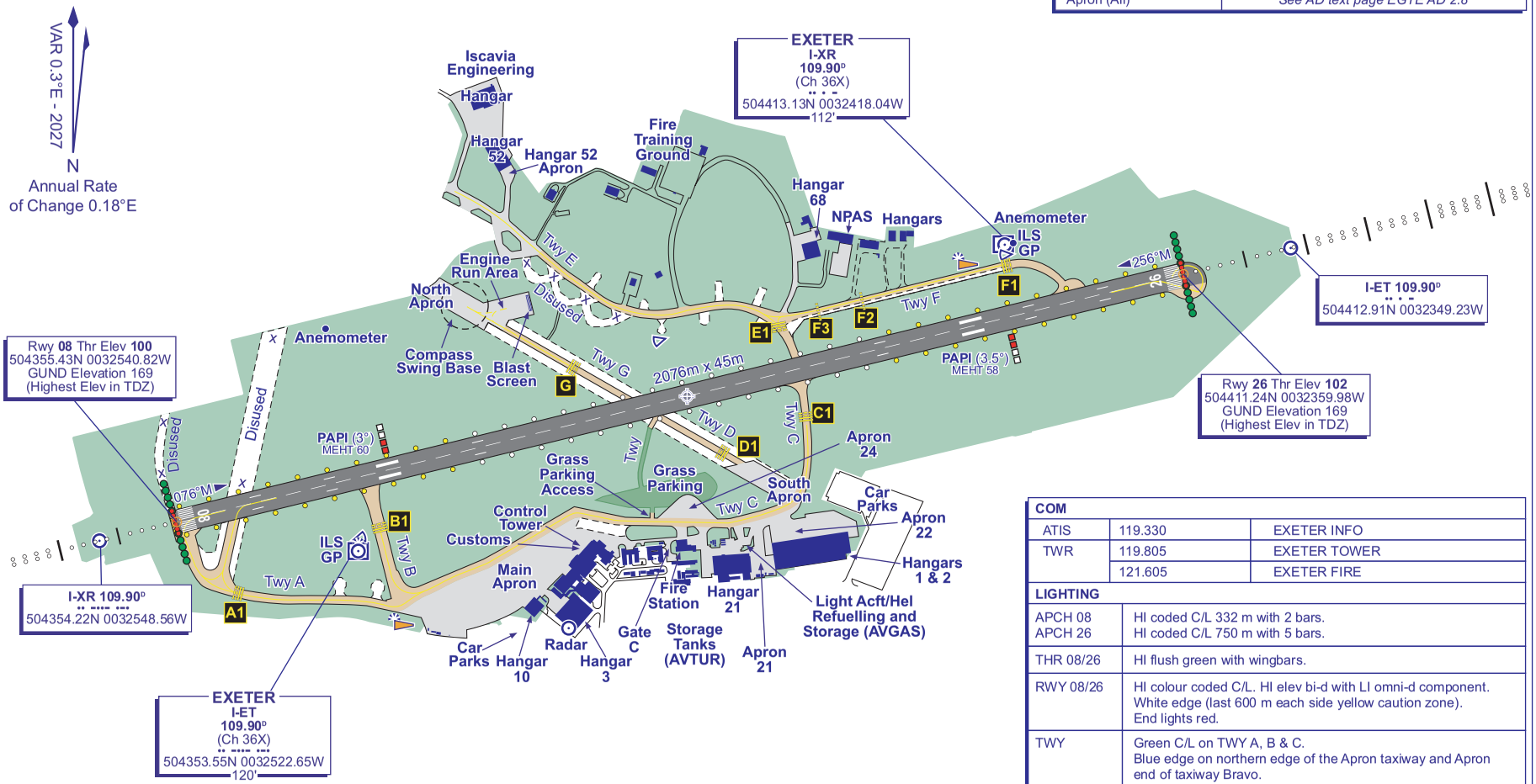
AD ELEV 102FT

EXETER
EGTE

AERO INFO DATE 08 OCT 26

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	102

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	PCR
RWY 08/26	Grooved Asphalt	410/F/B/X/U
TWY A, C, D, G	Asphalt	409/F/B/X/U
TWY B	Concrete	573/R/B/X/U
TWY E	Asphalt	220/F/B/X/U
TWY F	Asphalt	28/F/B/X/U
Apron (All)	*See AD text page EGTE AD 2.8*	



COM		
ATIS	119.330	EXETER INFO
TWR	119.805	EXETER TOWER
	121.605	EXETER FIRE

LIGHTING	
APCH 08 APCH 26	HI coded C/L 332 m with 2 bars. HI coded C/L 750 m with 5 bars.
THR 08/26	HI flush green with wingbars.
RWY 08/26	HI colour coded C/L. HI elev bi-d with LI omni-d component. White edge (last 600 m each side yellow caution zone). End lights red.
TWY	Green C/L on TWY A, B & C. Blue edge on northern edge of the Apron taxiway and Apron end of taxiway Bravo. Stopbars at holds A1, B1, C1. Guard lights at holds A1, B1, C1, D1 & E1.

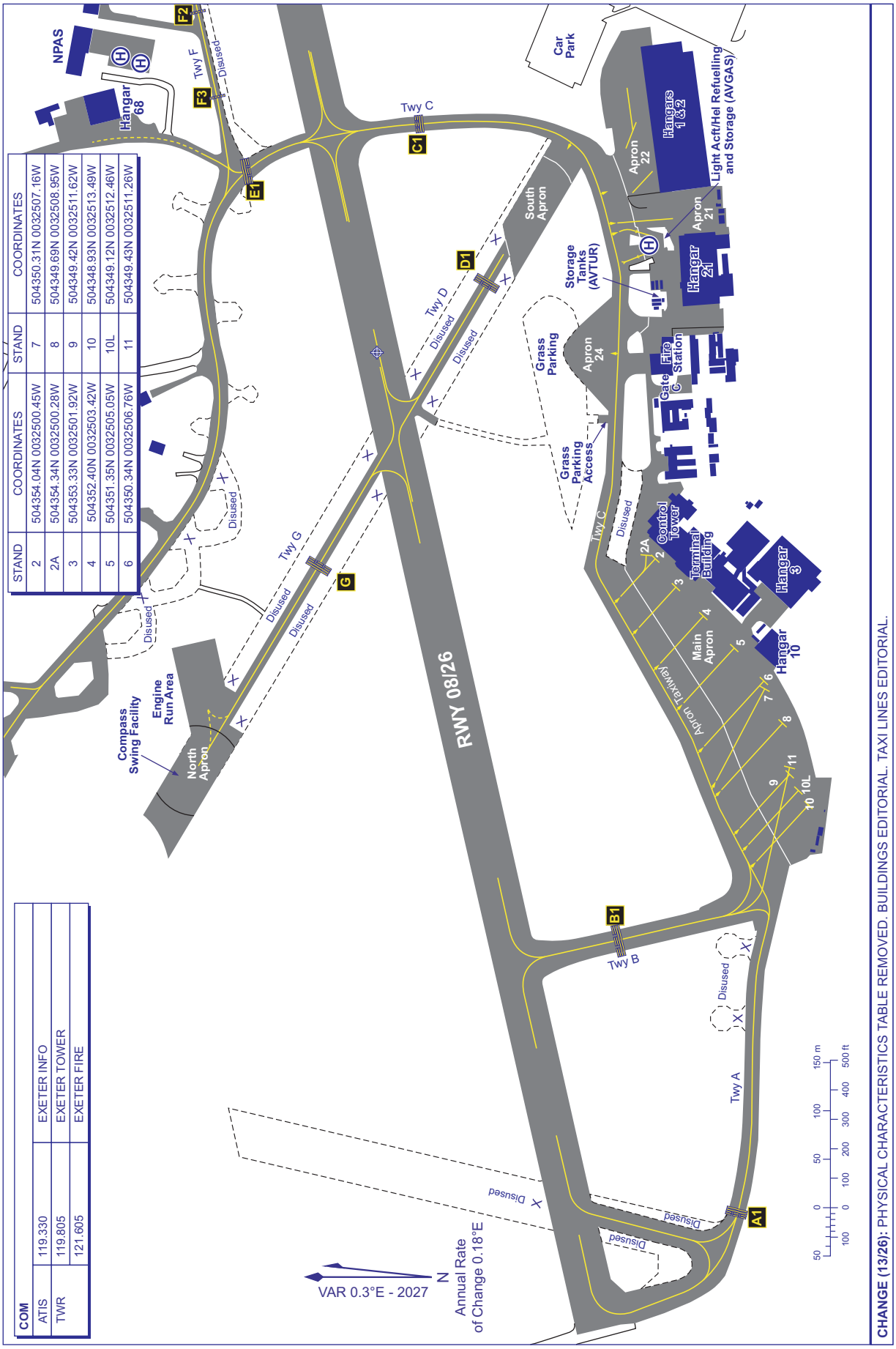
CHANGE (13/26): AD BOUNDARY REVISED. BUILDINGS EDITORIAL. PHYSICAL CHARACTERISTICS BOX EDITORIAL.

EXETER EGTE

AD ELEV 102FT

ARP 504403N 0032450W

AIRCRAFT PARKING/DOCKING CHART - ICAO



STAND	COORDINATES
2	504354.04N 0032500.45W
2A	504354.34N 0032500.28W
3	504353.33N 0032501.92W
4	504352.40N 0032503.42W
5	504351.35N 0032505.05W
6	504350.34N 0032506.76W

STAND	COORDINATES
7	504350.31N 0032507.16W
8	504349.69N 0032508.95W
9	504349.42N 0032511.62W
10	504348.93N 0032513.49W
10L	504349.12N 0032512.46W
11	504349.43N 0032511.26W

COM		
ATIS	119.330	EXETER INFO
TWR	119.805	EXETER TOWER
	121.605	EXETER FIRE

CHANGE (13/26): PHYSICAL CHARACTERISTICS TABLE REMOVED. BUILDINGS EDITORIAL. TAXI LINES EDITORIAL.

AERO INFO DATE 08 OCT 26

AD 2-EGTE-2-2

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**
(EGTF1310) 24/APPROACH 06/ TAKE-OFF	TREE	512109.73N 0003254.43W	143 FT	59 FT	No	-
(EGTF1279) 24/APPROACH 06/ TAKE-OFF	TREE	512105.85N 0003301.32W	132 FT	53 FT	No	-
(EGTF1273) 24/APPROACH 06/ TAKE-OFF	TREE	512105.51N 0003304.65W	121 FT	42 FT	No	-
(EGTF1081) 06/APPROACH 24/ TAKE-OFF	TREE	512045.78N 0003353.54W	115 FT	44 FT	No	-
(EGTF1092) 06/APPROACH	TREE	512045.76N 0003352.12W	100 FT	29 FT	No	-
(EGTF1083) 06/APPROACH 24/ TAKE-OFF	TREE	512045.64N 0003353.41W	107 FT	37 FT	No	-
(EGTF1091) 24/TAKE-OFF	TREE	512044.15N 0003352.20W	88 FT	19 FT	No	-
(EGTF1070) 24/TAKE-OFF	TREE	512044.02N 0003356.74W	94 FT	22 FT	No	-
(EGTF1106) 06/APPROACH 24/ TAKE-OFF	TREE	512043.75N 0003351.57W	114 FT	45 FT	No	-
(EGTF1109) 06/APPROACH 24/ TAKE-OFF	TREE	512043.47N 0003351.43W	120 FT	51 FT	No	-
(EGTF1060) 24/TAKE-OFF	TREE	512042.12N 0003400.24W	113 FT	41 FT	No	-
(EGTF1036) 24/TAKE-OFF	TREE	512040.90N 0003406.19W	119 FT	48 FT	No	-
(EGTF1044) 06/APPROACH 24/ TAKE-OFF	TREE	512039.54N 0003404.84W	134 FT	63 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTF1351)	TREE	512205.06N 0003232.43W	254 FT	95 FT	No	-
(EGTF1358)	TREE	512157.49N 0003226.36W	246 FT	99 FT	No	-
(EGTF1278)	TREE	512149.19N 0003259.97W	326 FT	135 FT	No	-
(EGTF1027)	TREE	512144.45N 0003428.68W	192 FT	71 FT	No	-
(EGTF1383)	TREE	512139.76N 0003208.00W	289 FT	125 FT	No	-
(EGTF1313)	TREE	512129.40N 0003252.74W	244 FT	96 FT	No	-
(EGTF1227)	TREE	512126.30N 0003319.12W	237 FT	87 FT	No	-
(EGTF1080)	TREE	512121.87N 0003352.53W	241 FT	86 FT	No	-
(EGTF1346)	TREE	512100.38N 0003238.35W	196 FT	83 FT	No	-
(EGTF1300)	TREE	511943.49N 0003300.53W	188 FT	88 FT	No	-

EGTF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	-
2	Hours of service MET Office outside hour	-
3	Office responsible for TAF preparation Periods of validity	-

4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	-
6	Flight documentation Language(s) used	-
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Unofficial meteorological observations provided by A/G Station during AD hours.

EGTF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
06	057.91°	810 x 27 M	RWY surface: Asphalt -	512046.85N 0003346.80W 150.4 FT	THR 78.4 FT TDZ 80.4 FT	-
24	237.91°	810 x 27 M	RWY surface: Asphalt -	512059.67N 0003314.16W 150.4 FT	THR 76.4 FT TDZ 80.4 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	63 x 150 M	930 x 83 M	-	-	-	RWY 06 Threshold displaced by 53 M due to bridle path.
-	-	930 x 83 M	-	-	-	RWY 24 Threshold displaced by 11 M due to public footpath.

EGTF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	810 M	873 M	810 M	757 M	-
24	810 M	810 M	810 M	799 M	-

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**
(EGLF18820) 06/APPROACH 24/ TAKE-OFF	TREE	511605.41N 0004811.21W	328 FT	37 FT	No	-
(EGLF15087) 06/APPROACH 24/ TAKE-OFF	TREE	511604.16N 0004801.22W	306 FT	21 FT	No	-
(EGLF16671) 06/APPROACH 24/ TAKE-OFF	TREE	511603.97N 0004802.04W	307 FT	23 FT	No	-
(EGLF18685) 06/APPROACH 24/ TAKE-OFF	TREE	511600.03N 0004801.97W	318 FT	29 FT	No	-
(EGLF17537) 06/APPROACH 24/ TAKE-OFF	TREE	511559.95N 0004757.70W	308 FT	20 FT	No	-
(EGLF16007) 06/APPROACH	TREE	511557.57N 0004914.49W	409 FT	86 FT	No	-
(EGLF18333) 06/APPROACH	TREE	511555.29N 0004754.21W	340 FT	34 FT	No	-
(EGLF15885) 06/APPROACH 24/ TAKE-OFF	TREE	511552.85N 0004912.99W	397 FT	77 FT	No	-
(EGLF16012) 06/APPROACH 24/ TAKE-OFF	TREE	511549.34N 0004914.84W	400 FT	81 FT	No	-
(EGLF15905) 06/APPROACH 24/ TAKE-OFF	TREE	511547.07N 0004825.73W	355 FT	35 FT	No	-
(EGLF18311) 06/APPROACH	TREE	511540.92N 0004824.81W	408 FT	67 FT	No	-
(EGLF16092) 06/APPROACH 24/ TAKE-OFF	BUILDING FLAGPOLE	511536.43N 0004909.29W	406 FT	34 FT	No	-
(EGLF16035) 06/APPROACH 24/ TAKE-OFF	TREE	511515.09N 0004933.52W	459 FT	71 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLF16883)	MAST	512124.67N 0004321.30W	765 FT	349 FT	Yes Red	-
(EGLF16882)	MAST	511909.94N 0004656.23W	443 FT	110 FT	No	-
(EGLF16170)	BUILDING PINNACLE	511749.74N 0004458.41W	420 FT	123 FT	No	-
(EGLF16384)	CLOCKTOWER	511513.58N 0004528.95W	473 FT	117 FT	No	-
(EGLF16133)	TREE	511503.94N 0004903.71W	575 FT	135 FT	No	-
(EGLF16130)	TREE	511457.63N 0004824.20W	518 FT	86 FT	No	-
(EGLF15911)	MAST	511445.51N 0004920.32W	686 FT	135 FT	Yes Red	-
(EGLF16767)	TREE	511428.54N 0004818.69W	662 FT	79 FT	No	-
(EGLF16560)	MAST	511411.51N 0004900.85W	716 FT	107 FT	Yes Red	-
(EGLF16558)	WATERTOWER MAST	511408.89N 0004853.76W	722 FT	116 FT	No	-
(EGLF16565)	MAST	511403.59N 0004914.57W	770 FT	179 FT	No	-

EGLF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24 -

3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing.
6	Flight documentation Language(s) used	Charts. Abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	AIRMET Southern Region; METFORM 215 (via Farnborough Airport Ops).
8	Supplementary equipment available for providing information	Briefing terminal in Farnborough Airport Ops (not accessible via ATC).
9	ATS units provided with information	FARNBOROUGH
10	Additional information (limitation of service, etc.)	MET information not available outside aerodrome operating hours. ATIS 128.405 Aerodrome hours only.

EGLF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
06	062.02°	2440 x 45 M	RWY surface: Concrete and asphalt, Other preparation PCR 448/F/C/W/U SWY surface: Concrete and asphalt PCR 448/F/C/W/U	511622.19N 0004706.76W 151.0 FT	THR 224.6 FT TDZ 224.6 FT	-
24	242.03°	2440 x 45 M	RWY surface: Concrete and asphalt, Other preparation PCR 448/F/C/W/U SWY surface: Concrete and asphalt PCR 448/F/C/W/U	511641.36N 0004609.22W 151.0 FT	THR 218.6 FT TDZ 218.6 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
590 x 45 M	60 x 150 M	2560 x 280 M	-	-	-	RWY 06 Threshold displaced by 540 M. Runway 06 has a starter extension of 150 x 30 M. The turning circle at the extremity of the starter extension has a radius of 20 M.
377 x 45 M	60 x 150 M	2560 x 280 M	-	-	-	RWY 24 Threshold displaced by 640 M. Stopways Take-off only.

EGLF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	2000 M	2060 M	2590 M	1800 M	-
24	2063 M	2123 M	2440 M	1800 M	-
06	1809 M	1869 M	2398 M	-	Take-off from intersection Taxiway Foxtrot One.
24	1828 M	1888 M	2205 M	-	Take-off from intersection Taxiway Bravo.

EGLF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	FARNBOROUGH GROUND	121.815 DOC 2 NM/GND. Initial call for start approval shall be made to Farnborough Tower on 122.780 unless notified by ATIS broadcast that Farnborough Ground is in operation. Channel may close earlier than 2200 (2100) when no further aerodrome movements are expected.	-	-	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	-
	FARNBOROUGH TOWER	122.780 DOC 25 NM/4,000 FT. Frequency may close earlier than 2200 (2100) when no further aerodrome movements are expected.	-	-	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	
RADAR	FARNBOROUGH DIRECTOR	130.055 DOC 25 NM/6,000 FT.	-	-	As directed by ATC.	-
	FARNBOROUGH RADAR	125.250 Odiham MATZ Penetration. DOC 40 NM/ 15,000 FT. Radar services unavailable below 1500 FT AMSL. Outside of 0800-2000 (0700-1900), aircraft may (subject to workload) receive a service from Farnborough or be requested to contact an alternative VHF frequency.	-	-	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	
		133.440 DOC 25 NM/ 8,000 FT. Dedicated VFR/ SVFR transit request frequency.	-	-	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	
		134.355 DOC 40 NM/8,000 FT.	-	-	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	FARNBOROUGH INFORMATION	128.405 DOC 60 NM/ 40,000 FT.	-	-	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	Available from 10 minutes prior to AD opening.
OTHER	FARNBOROUGH FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	FARNBOROUGH EMERGENCY	121.500 Emergency Frequency	-	-	O/R	-

EGLF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.14°E (2027)	IFRG	111.550 MHz	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511656.42N 0004523.98W	-	(RWY 06) DME instead of Markers. Not suitable for lower than Cat I operations.
ILS/GP	IFRG	332.750 MHz	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511630.49N 0004656.13W	-	3.5° ILS Ref Datum Hgt 50 FT.
ILS/LOC I 1.13°E (2027)	IFNB	111.550 MHz	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511609.58N 0004744.59W	-	(RWY 24) DME instead of Markers. See AD 2.21, para 4 for information reference approved descent path. Not suitable for lower than Cat I operations.
ILS/GP	IFNB	332.750 MHz	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511640.91N 0004624.86W	-	3.5° ILS Ref Datum Hgt 50 FT.
VOR/DME 1.24°E (2027) 0.6°E (2022)	OCK	100X 115.300 MHz	H24	511818.17N 0002649.86W	200 FT	RNAV Substitution Only. VOR DOC: 25 NM/25,000 FT and 35 NM/25,000 FT in the sector 114º to 289º. DME DOC: 70 NM/25,000 FT (90 NM/ 25,000 FT in Sector R059°-089°).
VOR/DME 1.17°E (2027) 1.4°E (2026)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT	VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304º to 134º. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299°-044°.

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	IFNB	52Y	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511640.95N 0004625.13W	238 FT	(RWY 24) On AD. Freq paired with ILS I-FNB. Zero range is indicated at THR of Runway 24.
ILS/DME	IFRG	52Y	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511630.47N 0004655.87W	239 FT	(RWY 06) On AD. Freq paired with ILS I-FRG. Zero range is indicated at THR of Runway 06.

EGLF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of the handling agent (Farnborough Airport Ops) is normally mandatory. If permission is granted to use the airport without use of the handling agent, while airside the aircraft 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 safety and that of passengers. The commander/crew member escorting passengers is responsible for ensuring that a total ban on smoking whilst airside is strictly observed.
b) Conditions of use are available from Farnborough Airport Ops when requesting PPR.
c) The use of this airport by scheduled passenger services, inclusive tour charter flying and bulk freight flights is prohibited.
d) Operators should be aware that movements are restricted at weekends and Bank Holidays and in particular that surcharges will apply on these days in addition to landing fees (with a minimum charge applicable).
e) All aircraft will be charged an emissions levy. Contact Farnborough Airport Ops on +44 (0)1252-379002 for full details.
f) Aircraft are prohibited from departing and arriving outside the operational hours notified at EGLF AD 2.3 paragraph 1, and at any time on the 25 and 26 December.
g) Due to the operating restrictions in (f) above, inbound aircraft will be required to be at or below 4000 FT AMSL, and within 12 track miles to touchdown for the landing runway, by the relevant airport closure time minus 5 minutes. Approaches outside this criteria will not be accepted by the Aerodrome Authority.
h) All aircraft departing Farnborough must be airborne no later than the relevant aerodrome closure time. Should an aircraft intend to depart with less than 10 minutes prior to the aerodrome closing time, ATC will contact the pilot to advise of the time restriction. Aircraft requesting start up for departure less than 5 minutes prior to the aerodrome closing time will be declined by ATC. Aircraft requesting taxi for departure less than 3 minutes prior to the aerodrome closing time will be declined by ATC. Aircraft positioned on the East Apron for a Runway 24 departure may be issued start clearance provided there remains 3 minutes before the aerodrome closure and taxi clearance with 2 minutes before the aerodrome closure.
i) Flight plans naming Farnborough as the destination must not be filed until PPR is approved. Flight plans naming Farnborough as an alternate do not guarantee acceptance of diversion or granting of PPR. For short notice movements, including diversions, contact Farnborough Airport Operations on OPS channel 131.865. NOTAMs will be issued to notify when Farnborough is unavailable as an alternate.
j) Operators wishing to operate from Farnborough are required to ensure that Supplementary Flight Plan Information (Field 19 of the Flight Plan form) is submitted to Eurocontrol Integrated Flight Planning System (IFPS) for out of hours retrieval. See UK AIP ENR 1.10 Paragraphs 3.6.4 and 3.5 for details.
k) All departures from Farnborough filing FPLs to leave the IFPZ must utilise the re-addressing function available via IFPS (See IFPS Users Manual, Chapter 15).
l) West 2, West 3 and East Aprons are not available to aircraft that require to use a licensed aerodrome.
m) For environmental reasons, an instrument approach at Farnborough for the purpose of landing at an adjacent aerodrome without an instrument approach procedure is not available.
n) Only aircraft that are 8.33 kHz compliant will be accepted.
o) Engine start utilising cross bleed air is not available on the following aprons/ramps:

   i. Hangar 1 - 10 Ramp;
   ii. Tower 4 - 6 Ramp;
   iii. Terminal Ramp (except for aircraft parked on Terminal Grass).

p) Business aviation helicopters exceeding 10,000 KG MTOW are not permitted to take off or land at the aerodrome.

2 GROUND MOVEMENT

a) Arriving aircraft, including helicopters, must follow ATC instructions and report marshaller in sight. All pilots are to be familiar with the Aerodrome Chart - ICAO AD 2-EGLF-2-1.
b) Parking locations referred to as Ramps by ATC delineate location. Tower and Hangar Ramps are determined by the Hangar number the Ramp is outside/opposite and are referred to over the R/T as Tower x or Hangar x (where x is a number between 1 and 10 according to the aircraft parking/docking chart at AD 2-EGLF-2-2).
c) All aircraft parking in front of the terminal buildings will be marshalled nose in. All handling services will be carried out in this position. When ready for departure, all aircraft will be pushed back from the terminal to allow self manoeuvre for departure. Engine start-up will not be approved until push back is complete. Pilots must not call ATC for engine start until the push back crew have confirmed it is safe to do so.
d) In all parking positions, prior to starting engines, pilots must request approval from ATC. When calling for start, ramp position must be passed to ATC.
e) Pilots are to notify ATC prior to start-up if ground marshalling assistance is required for departure.
f) Aircraft taxiing from any ramp/apron must use minimum power until established on the taxiway centreline.
g) Due to the number of personnel and vehicles operating on the North Apron and West 1 Apron, pilots are to operate at minimum taxiing speed when approaching or transiting these areas.
h) Jet aircraft under power not permitted to use West 2 and West 3 Aprons.
i) Taxiway Yankee between South 1 Apron and South 2 Apron is not available to aircraft.
j) Runway stop-bars are active during operational hours. Standard stop-bar procedures apply.
k) Compass swing procedures are permitted at the designated site only, located on South 2 Apron. Aircraft requesting to reposition to the Compass Swing Base must receive a suitable clearance from ATC.

3 CAT II/III OPERATIONS

a) Farnborough 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 the met visibility/IRVR is 1500 M or below and/or cloud ceiling is 200 FT or below. Pilots of arriving aircraft should delay their 'runway vacated' call until they are clear of the coded taxiway centre-line lights.
c) During low visibility operations except where the aircraft operator has a lower state authorised take-off minima, the Aerodrome Authority cannot approve public transport departures in RVR conditions of less than 400 M. Operators of non public transport aircraft are advised that there is no runway centre-line lighting and that a departure in RVR conditions of less than 400 M is at the pilot's discretion.

4 WARNINGS

a) Danger Areas EGD132, EGD133A and EGD133B are within 3 NM of the Eastern aerodrome boundary. On approach to Runway 24, the 3.5° GP is mandatory both for noise abatement purposes and to ensure safe clearance above Danger Areas EGD133A and EGD133B.
b) Traffic carrying out instrument approaches to Runway 27 at Odiham will pass approximately 2.5 NM South of Farnborough aerodrome at 2000 FT QNH or lower.
c) Turns onto base leg for Runway 06 will be given in close proximity to the edge of Controlled Airspace and intense Gliding Activity (operating outside of controlled airspace). Crews should respond to ATC turn instructions without delay, maintaining an expeditious rate of turn.
d) Low level turbulence and windshear may be encountered when the wind is from 190° to 240° at 15 KT or more within 0.5 NM from touchdown on Runway 24 (from crossing the main road to crossing Runway 24 threshold markings).
e) Aircraft under tow at night may not be displaying Nav/Anti-collision lights.
f) Where the taxiway width is less than the paved surface width, the portions outside the taxiway markings are not maintained and should not be used by aircraft.
g) Bird scaring takes place regularly including the use of pyrotechnics. Large birds including geese and heron are often seen on the aerodrome.
h) Oakhanger High Intensity Radio Transmission Area (HIRTA) is situated 8 NM south west of Farnborough.
i) Fairoaks Airport is situated 9 NM north east of Farnborough; Fairoaks departures may trigger TCAS warnings for Runway 24 instrument approach traffic.
j) Although Taxiway C has the appearance of a rapid exit turn-off, it is not configured as such, and pilots are reminded of the need for an acute left turn at the end of Taxiway C to access Taxiway B and North Apron.
k) 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 E airspace when the aircraft is transitioning from a higher classification of airspace.

5 HELICOPTER OPERATIONS

a) Rotors running refuelling is not permitted.

6 USE OF RUNWAYS

a) Runway 06/24 restrictions:

   i. Practice engine failures after take-off are not permitted on Runway 06.

b) Runway Occupancy

   i. **Departures**. Whenever possible, cockpit checks should be completed prior to entering the runway and any checks requiring completion on the runway should be kept to a minimum. Pilots unable to comply with this requirement must inform ATC prior to lining up for departure.

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	555241.07N 0042518.43W 178.2 FT	THR 20.8 FT TDZ 23.3 FT	-

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
-	125 x 150 M	2932 x 280 M	90 x 92 M -	-	-	RWY 05 OFZ: Yes.
151 x 45 M	429 x 150 M	2932 x 280 M	240 x 92 M -	-	-	RWY 23 Threshold displaced by 304 M. OFZ: Yes.

EGPF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	2658 M	2783 M	2658 M	2661 M	-
23	2661 M	3090 M	2812 M	2356 M	-
05	2360 M	2485 M	2360 M	-	Take-off from intersection with Link F.
05	2163 M	2287 M	2163 M	-	Take-off from intersection with Link E.
05	1661 M	1785 M	1661 M	-	Take-off from intersection with Link D.
23	2580 M	3009 M	2732 M	-	Take-off from intersection with Link A.
23	2304 M	2733 M	2455 M	-	Take-off from intersection with Link B.

EGPF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high Flush with elevated HI green wingbars	PAPI Left/3° 60 FT 394 M	Light intensity high 914 M	Bi-directional colour coded 15 M spacing Light intensity high	Elev HI bi-directional edge with LI omni-directional component	Red	-	-
23	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high Flush with elevated HI green wingbars	PAPI Left/3° 56 FT 346 M	Light intensity high 914 M	Bi-directional colour coded 15 M spacing Light intensity high	Elev HI bi-directional edge with LI omni-directional component	Red	-	-

EGPF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: RWY 05: 555200.20N 0042645.86W RWY 23: 555235.77N 0042538.67W Mid-point: 555224.03N 0042620.39W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGPF AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF GAMA: 555222.00N 0042531.10W, 178.2 FT
2	TLOF and/or FATO elevation	TLOF GAMA: 21.0 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO GAMA: 15 M x 15 M
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-

7	RMK	Refer to AD 2.20 item 5.

EGPF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
GLASGOW CTR 560400N 0042000W - 560130N 0040435W - 554434N 0040924W - 554132N 0042405W - 553700N 0042847W - 554428N 0045035W - 554600N 0044951W - 555500N 0045200W - 560400N 0042000W	Upper limit: 6000 FT ALT Lower limit: SFC	D	GLASGOW APPROACH English	6000 FT	-	To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
GLASGOW ATZ A circle, 2.5 NM radius, centred at 555218N 0042601W on longest notified runway (05/23)	Upper limit: 2026 FT ALT Lower limit: SFC	D	GLASGOW APPROACH English	6000 FT	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	
		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.
NDB (L) 0.65°W (2027)	GLW	331.000 kHz	HO	555211.17N 0042601.06W	-	Range 25 NM. Elev: 69 FT.

EGPF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Glasgow CTR.
b) All flights, including General Aviation and Military flights, subject to the prior approval of the Operations Director, Glasgow Airport Ltd and to prior notification to Airport Coordination Ltd acting as agent for Glasgow Airport Ltd. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax:+44 (0)161-493 1853, or at all other times to GLAL Duty Manager on Tel: +44 (0)141-848 4510/+44(0)7831-170676. Please note – the Out of Hours service will only deal with short term ad-hoc schedule changes and new requests. All other changes must be submitted

to ACL during normal office hours. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com.

c) All pleasure, training and non-business General Aviation traffic is subject to prior notification to Air Traffic Control, preferably via AFPEx or alternative flight planning systems. The filing of a flight plan does not constitute permission to use Glasgow Airport. Restrictions may be implemented at anytime.
d) Transit flights will only be accepted with prior approval.
e) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to Customs and Immigration. Transport to and from the Customs Office will be provided by a handling agent.
f) Airline operators are requested to note that stand availability in a diversion situation is extremely limited at Glasgow Airport, especially for wide-bodied aircraft.
g) It is a requirement that every airline using Glasgow Airport must have local orders compatible with GLAL Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. GLAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
h) No aircraft are permitted to park on the ground for more than 24 hours without prior approval from GLAL.
i) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
j) Microlights and gyrocopters are not allowed to use the aerodrome unless in emergency.
k) All users of Glasgow Airport must comply with current Glasgow Airport Conditions of use.
l) Operators of A380 aircraft may designate Glasgow as a nominated diversionary aerodrome subject to prior agreement with the Airside Operations and an assessment of the facilities and infrastructure by the airline. The use of Glasgow as an alternate for A380 operations is also subject to prior CAA approval on an individual airline basis. Restrictions will be applied for handling more than two A380 aircraft at the same time.

2 GROUND MOVEMENT

a) All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
b) Aircraft pushing/powering back must face the direction of taxi and be aligned on the taxiway centre-line before commencing taxi.
c) Aircrew can request ATC clearance up to 15 minutes before EOBT. Departing aircraft on first contact with Glasgow ATC must state aircraft type, stand number and the code letter of the latest ATIS received.
d) Crews should be in receipt of departure clearance prior to requesting push and start.
e) Pre-departure clearance by 'Data Clearance Link' (DCL) is available at Glasgow for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available from EOBT -25 until EOBT +15 minutes.

   DCL Clearances will not be issued if requested later than EOBT +15 minutes. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received.

   Do not use the free text option on DCL. Glasgow ATC are unable to interact with this and it causes the A-DCL to fail, resulting in either manual ATC intervention or revert to voice. If any data errors are detected by the system or the controller, a 'revert to voice' message will be received. If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF. Further details of the DCL service may be obtained from ATC Operations on +44 (0)141-840-8029.

f) Particular attention is drawn to a roadway system that exists at the tail of all stands. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting and guidance markings are an aid to pilots when they are operating on the manoeuvring area . Notwithstanding the taxiway guidance markings, pilots continue to remain responsible for wing tip clearance.
g) All stands are nose-in/push back. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow bar is available.
h) Before the Aircraft Commander calls for push-back they must ensure that the tug driver is in the tug, ready to push. Stands 6, 8, 19, 21, 30L, 30, 30R, 32, 35, 37 and 40 have 2 push-back options. ATC will specify the direction of push from these stands, and this must be passed to the ground crew. If it is not passed the tug driver will not commence push-back and clarification will be sought from the aircraft commander. If ATC issue a push from these stands, a non-standard push from any stand or a conditional push-back clearance, ATC must be advised if the Aircraft Commander is not in two-way headset communication with the tug crew.
i) A black and white chequered box adjacent to Charlie denotes the FATO area. This area should be kept clear of aircraft and vehicles unless prior ATC approval has been granted.
j) Special procedures for stand safeguarding are in place for A380 parking on stand 30. This involves additional measures to restrict vehicle movements in the immediate area. If necessary, aircraft will be held at the following locations prior to stand arrival. An Ops vehicle may be positioned to assist:

   i. After landing on R23 and vacating at G to hold short of Apron November.
   ii. After landing on R05 and vacating at A to hold abeam the ATC Control Tower.

k) In CAT 1 conditions when Runway 23 is the nominated runway in use the following applies to A380 movements:

   i. Departure

      Taxi via A to hold as required at hold A2. When cleared to line up and depart via A1. No right turns are permitted at this intersection due to runway width of 45 M and lack of turning area.

   ii. Arrival

      Vacate the runway at G taxiway.

With Runway 05 in use:

i. Departure

Taxi via G to hold G2. When cleared line up via G1 and depart.

ii. Arrival

Vacate via A or B taxiway as directed by ATC.

l) A380 aircraft – Reduced taxiway centre-line to object clearance of 47.5 M applies along taxiways:

Alpha 1 to ATC Tower: Taxiway (51 M strip)

ATC Tower to Golf 2: Taxilane (47.5 M strip)

Golf 2 to Golf 1: Taxiway (51 M strip)

m) Red light vehicle road holding lights are installed on apron roadway system cul-de-sac K, L, M and N to stop vehicle traffic during Code F movements and may be visible to aircraft.
n) Jet aircraft are to engage minimum power when operating in Area Juliet due to the proximity of light aircraft operations in this area.
o) Taxiway Yankee is used as a dual direction taxiway for light aircraft. To aid the flow of traffic, aircraft should taxi to the right or as directed by ATC.
p) Remote Holding.

i. Any requests from aircraft for remote holding require approval of Airside Operations. In cul-de-sac N pushback to remote hold nose out on the mirror stand on the opposite side of the cul-de-sac will normally be approved when the stand is not required for use.

Airside Operations will endeavour to attend to help ensure safety of the airside roads, but this is not mandated. The pushback instruction should include a reminder to face nose out e.g., “(Callsign), Push and reposition to face nose out on Stand 40 is approved”.

For the subsequent taxi off stand, an airside operations presence is required, and the aircraft should be instructed to taxi off stand at absolute power to protect the head of stand area. In this scenario, where aircraft are waiting for a CTOT improvement, controllers should use ‘SEND READY +15’ as the default ready message to allow Airside Operations time to reach the stand before the aircraft commences taxi.

Any remote hold in an area substantially away from the gate (for example area Q) will require the aircraft to taxi and then either wait with engine(s) running or shutdown in their remote hold location.

ii. Within Area Q, when being used for remote hold, marshallers assistance can be provided on request, and is mandatory for any aircraft larger than Code C. Extended towing of loaded aircraft is not permitted due to operating limitations imposed by the manufacturer to prevent overstressing the landing gear at higher weights.

3 CAT II/III OPERATIONS

a) Runways 05 and 23, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in force by ATIS or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the Category II/III holding points at Links A2 and G2 as appropriate. Intermediate take-off points will not be used.
d) Arriving Aircraft: Vacate Runway 05/23 at Link A or Link G, unless otherwise instructed. ATC may instruct pilots to use intermediate Links when Cat II/III operations are necessary because of a low cloud ceiling and not due to poor visibility. Pilots should delay the call 'runway vacated' until the aircraft is established on the taxiway and clear of the link.
e) During CAT II/III conditions A380 will hold at A3 and G2. A380 Arrivals will vacate at A or G.
f) Ground Movement Radar (GMR) is normally available to monitor pilot 'runway vacated' reports. When GMR is not available to ATC, runway (LSA) vacation will be confirmed by receipt of a pilot report that the tail of the aircraft has passed the last of the alternate amber and green centre-line lights. (These lights denote the extent of the ILS Localizer Sensitive Area).

4 WARNINGS

a) Except for light signals ground signals will not be displayed
b) Due to the soft nature of the grass verges, pilots should exercise due caution when taxiing
c) Large numbers of Greylag/Canada Geese and Whooper Swans are present in the vicinity of the airport mainly from September to April. Flocks are regularly in excess of 100 birds and can be seen flying up to 500 FT. Active bird control is conducted with ATC liaison.
d) When the lead off lights at Link Delta, Echo and Foxtrot are selected, the stopbars are deselected. Vehicles and/or aircraft travelling West to East on Taxiway Golf may mistakenly follow the (runway) lead off lights rather than the taxiway lights and subsequently onto the runway.

5 HELICOPTER OPERATIONS

a) ATC clearance must be obtained before ground or hover taxi commences.

b) Inbound helicopters will be routed to the threshold of the runway in use before either ground or air taxiing to their alighting point ('H').
c) Helicopters, inbound and outbound, are to avoid overflying airport buildings whenever possible.
d) CASEVAC helicopters will be directed by ATC to alight on the main apron taxiway, then to ground taxi to an aircraft stand.
e) Helicopters operating to and from the Gama apron must follow the taxiway centre-lines unless specific approval is given for use of the Gama FATO.
f) Procedures for use of the Gama FATO are not published publicly and are restricted only to use by helicopters in operation of medical flights to and from the Gama apron.
g) Helicopters using the Gama FATO are to avoid overflying any parked or stationary vehicles and aircraft wherever possible.

6 USE OF RUNWAYS

a) Aircraft requiring the full length of Runway 23 for take-off have to back-track the runway and turn for take-off within the extension of the runway which is 92 M long and 61 M wide. Aircraft should enter the runway at holding point B1 and taxi to the extension. Code E nor F aircraft are not permitted to execute 180º turns on Runway 05/23.
b) Pilots of departing aircraft wishing to turn right from Link A1 to use the full length of runway, should advise ATC before reaching the holding point on taxiway.
c) Link Taxiway Restrictions (Code A – E)

i. Any aircraft (Code A to E inclusive) may exit Runway 05 via A1, B1 or E1, as the turn to vacate Runway 05 via D1 and F1 is extremely sharp and would require an aircraft to make a turn of almost 180°.
ii. Any aircraft (Code A to E inclusive) may exit Runway 23 via A1, B1, D1, E1, F1 or G1. It should be noted, however, that only Code A to C (inclusive) aircraft are permitted to turn left from B1 to A1 or right turn from A1 to B1. Code D and E aircraft shall not be permitted to carry out this manoeuvre under any circumstances.

d) Link Taxiway Restrictions (Code F)

Taxiway links are permitted for use in the following directions/circumstances for A380 movements.

Taxiway Link	Direction/Route	Restriction
ALPHA	Via ALPHA enter and vacate.	No additional restriction.
BRAVO	From SW direction only, via BRAVO enter Runway 23 turn left. Via BRAVO vacate Runway 05 turn right.	No additional restriction.
DELTA	From SW direction only, via DELTA enter Runway 05 turn right. Via DELTA vacate Runway 23 turn right.	Only to be used in contingency situations.
ECHO	From NE direction only, via ECHO enter Runway 05/23 turn right or left. Via ECHO vacate Runway 05 turn left.	Only to be used in contingency situations with use of lead vehicle.
FOXTROT	From NE direction only, via FOXTROT enter Runway 05 turn right. Via FOXTROT vacate Runway 23 turn left.	Only to be used in contingency situations. Over-steering turn from TWY F to TWY G must be used with extreme caution.
GOLF	Via GOLF enter and vacate.	No additional restriction.

e) Following runway resurfacing in 2017 the section of runway between 23 threshold to Link F exhibits fast drying capability after periods of wet conditions. This section extends to 8.5 M either side of the runway centre-line.

7 TRAINING

a) The use of the aerodrome for training purposes is subject to the permission of Airside Operations, through ATC Tel: 0141-840 8029.
b) General training flight acceptance criteria (except by prior agreement with the Head of Aerodrome Operations or deputy):

i. Flying training, including training circuits of repeated approaches, go-arounds and landings, is permitted between 0800-2200 (0700-2100);
ii. The single take-off, go-around and/or full stop landing of an aircraft on a training flight will be permitted between 0600-0800 (0500-0700) and 2200-0800 (2100-0700), subject to ATC's priorities;
iii. Visual training circuits are restricted to aircraft below 5700 KG. Aircraft above 5700 KG must carry out ILS instrument approaches and adhere to noise abatement procedures. No helicopter training is permitted without prior approval from Airside Operations and ATC.

c) Training may be curtailed if significant noise complaints are received.

EGPF AD 2.21 NOISE ABATEMENT PROCEDURES

a) Operators of all aircraft inbound or outbound from the aerodrome are required to conform to the following procedures notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger and for complying with the instructions of ATC.

i. Operators of all aircraft should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that disturbance to the areas near the aerodrome is kept to a minimum.

ii. After take-off all aircraft whether operating from Runway 05 or 23 by day or night should expedite their climb to 1500 FT QFE before reducing power to maintain a minimum rate of climb of 500 FT per minute until 3000 FT QFE.
iii. For Runway 23, aircraft using the ILS shall not descend below 2000 FT QFE before intercepting the glidepath nor thereafter fly below it unless instructed by Radar. Aircraft landing without assistance from the ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° glidepath.
iv. For Runway 05, jet aircraft using the ILS shall not descend below 2000 FT QFE before intercepting the glidepath. Propeller driven aircraft may, when instructed by Radar, be descended to 1600 FT QFE. Aircraft landing without the assistance of ILS or Radar shall follow a descent path which will not result in their being at any time lower than an approach path consistent with a 3° glidepath.
v. For visual approaches to Runways 05 or 23 the following limitations will apply: All aircraft whose MTWA exceeds 5700 KG must route via 5 NM from the runway threshold and maintain 1500 FT QFE until established on final approach.
vi. All aircraft using the aerodrome shall, after take-off or 'go- around' be operated in such a way that it will not cause more than 94 dB(A) by day (0600-2330 (0500-2230)) or 87 dB (A) by night (2330-0600 (2230-0500)) at the relevant noise monitoring points; the measured noise reading for the event will be taken as the highest recorded at any single noise monitoring terminal.
vii. Jet aircraft failing to meet the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 to the convention on International Civil Aviation are not permitted to depart from Glasgow Airport between the hours of 2330-0559 (2230-0459) except in special circumstances. Such movements as may be permitted will be at the discretion of the Operations Director from whom specific written permission must be obtained in advance. The Operations Director also has discretion to permit the departure of delayed flights not meeting Chapter 3 standards in exceptional circumstances.

b) Noise Abatement Procedures.

i. The Noise Abatement Procedures specified below are compatible with ATC requirements and shall apply in both IMC and VMC.
ii. The tracks to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.
iii. The Noise Abatement Procedures are incorporated in ATC Standard Instrument Departure Clearances (SID) where appropriate. IFR jet aircraft operating on routes where the SID does not incorporate the Noise Abatement Procedures will be issued with a non-standard clearance by ATC.

Take-off Runway	Noise Abatement Procedure
05	Climb straight ahead to 5 DME. Note that for aircraft departing on the SID via LUSIV, the Noise Abatement Procedures terminate at 5 DME.
23	Climb straight ahead to 5 DME.

c) For environmental reasons the use of reverse thrust/pitch should be avoided when possible.

EGPF AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Inbound Aircraft other than on Airways

i. Aircraft wishing to enter the CTR/CTA or TMA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the West a Reporting Point ROBBO (GOW RDL 275°/16 NM) is established at the TMA Boundary and pilots should anticipate joining clearance via this point.
ii. Pilots inbound to Glasgow under VFR must contact Glasgow Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points. (See paragraph 8).

b) Inbound Aircraft on Airways

i. Aircraft flying in the Airways System will be cleared into the TMA/CTR/CTA without having to request a specific entry clearance.
ii. The standard initial routes for inbound aircraft shown in the table below may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

c) Arrival Routes

Approach from	Via	Route
North	N560 FIR	FOYLE - GOW INBAS - FOYLE
Northeast	P600	PTH VOR - GRICE - STIRA
East	FIR	(SAB VOR) - TMA Boundry - TLA - LANAK
Southeast	N601 FIR	ABEVI - TLA - LANAK TLA - LANAK
Southwest	P600	BLACA - TRN **(Note 1)**
West	FIR	ROBBO - GOW
Northwest	AWYs	TMA Boundary - GOW

Note: *Exceptionally aircraft may be routed onwards via LANAK for tactical ATC purposes.*

In order to increase ATC flexibility Speed Limit Points (SLP) are established for arrival routes to Glasgow Airport. Inbound aircraft at FL 140 or below should normally be flown at 250 KT or less when crossing the SLPs. In certain weather conditions, or for reasons of safety, pilots may not be able to comply with the Speed Limit quoted above. In these circumstances they should inform ATC immediately, stating the minimum speed acceptable. Tactical speed control additional to the Speed Limit detailed above may be applied by the Radar Controller as detailed at paragraph d v.

d) Approach Procedures with Radar Control

i. When Glasgow inbound traffic is being sequenced by Radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When Holding Procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
ii. Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point.
iii. When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.
iv. Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
v. Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him immediately and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
vi. GPWS: Special Procedure for Radar Vectoring to Runway 23

1. In order to minimise the risk of nuisance GPWS warnings generated by the profile of the terrain in the vicinity of the Final Approach Track, a special procedure is in force for flights being radar vectored to Runway 23.
2. An essential element of the special procedure is the Speed Limit detailed in paragraph 4. Pilots exceeding the Speed Limit can expect to receive GPWS terrain alerts during the turn onto final approach. Pilots who are unable to comply with the Speed Limit of 250 KT due to weather conditions or operational safety must inform ATC immediately, stating the minimum speed acceptable.
3. Within the Radar Vectoring Area (RVA), and north of a line 105°/285° MAG through *555853N 0041340W (a point 9 NM from the runway 23 threshold on the extended centre-line) the minimum altitude allocated by ATC when radar vectoring aircraft will be 3500 FT.
4. ATC will not issue clearance for aircraft to descend below 3500 FT whilst they are north of the line described in paragraph d vi (2) unless the aircraft is established on the ILS localizer or on the Final Approach Track of a Surveillance Radar Approach or radar vectored VOR/ DME approach to Runway 23.

vii. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.

e) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility via GOW VOR to carry out an Instrument Approach Procedure appropriate to the landing direction.

2 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3 with the exceptions detailed below:

a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:

i. Fly to the appropriate holding point;
ii. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
iii. route direct to GOW at last assigned level;
iv. then commence descent for landing in accordance with the procedure detailed on the IAP charts and effect a landing within 30 minutes (or later if able to land visually).

b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

i. Maintain the last assigned holding level at the appropriate holding point until:

1. ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
2. EAT when this has been received and acknowledged;

ii. route direct to GOW at last assigned level;
iii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:

i. If the aircraft is receiving a radar service and is within the RVA of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the RVA information at AD 2-EGPF-5-1. Landing must be effected within 30 minutes (or later if able to land visually);
ii. if the aircraft is either not receiving a radar service or is receiving a radar service but has not yet arrived within the RVA of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 FT whichever is higher. He will then adopt the procedures in paragraph's b and c.

d) The routes and altitudes to be used when leaving the TMA and CTR/CTA in accordance with the procedures at ENR 1.1.3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR/CTA is made.

Position at time of decision	Route
Glasgow Airport GOW VOR	Track 035°T from facility at 3500 FT ALT until crossing the Glasgow CTR Boundary.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Non-Airways IFR departing flights from Glasgow routeing in the open FIR to the West should anticipate ATC clearance to leave Controlled Airspace at ROBBO (GOW RDL 275°/16 NM), normally at an altitude below 6000 FT.
b) North Atlantic Departures

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

4 SPEED LIMIT

a) A speed limitation of 250 KT applies to all aircraft whilst flying below FL 100.

5 VFR FLIGHTS

a) VFR flights in the CTR/CTA will be given routeing instructions and /or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routeing instructions via the Visual Reference Points detailed in paragraph 8 or the routes detailed in paragraph 7.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and Rules of the Air, and must advise ATC if at any time they are unable to comply with the instructions issued.
d) For VFR flights at night, pilots should exercise caution and increased vigilance when identifying, and routing via, Ardmore Point and Inverkip Power Station VRPs.
e) **Helicopters:** Whenever possible helicopter flights in the Glasgow CTR/CTA will be cleared on direct routeings under VFR (or, when requested at night in the Glasgow Control Zone, on Special VFR clearance in accordance with the procedures for Special VFR flights).

6 SPECIAL VFR CLEARANCE

a) Clearance may be requested for Special VFR flight in IMC or at night within the Glasgow Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights.
b) Special VFR clearance will include routeing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 7. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 8 of the Air Navigation Order 2005 and in the related notification at ENR 1-4-6, note 4, which may require them to request routeing via the notified Entry/Exit Lanes
c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Glasgow Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.
d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the Glasgow CTAs or the surrounding Airspace of the Scottish TMA.
e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

7 ENTRY/EXIT LANES

a) To permit aircraft to operate to and from Glasgow Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

i.

1. A main lane 3 NM wide, with centre-line the middle of the River Clyde, extending from the northwestern boundary of the Glasgow Control Zone following the course of the River Clyde to the point at which it joins the Glasgow Aerodrome Traffic Zone;
2. a branch lane, 3 NM wide, extending from 555954N 0043440W (a point on the northern boundary of the Glasgow Control Zone near Alexandria VRP), southwards, with centre-line based on the River Leven, to Dumbarton, thence to 555550N 0043345W (a point on the River Clyde where the main lane is joined);
3. a lane 3 NM wide, centred on the A726 road extending from the Eastern edge of the Glasgow Control Zone at East Kilbride VRP to the Glasgow Aerodrome Traffic Zone.

ii. use of the lanes is subject to clearance by Glasgow ATC and the carriage of the Glasgow Approach Control frequency;
iii. aircraft using the lanes must remain clear of cloud and in sight of the ground, or water, not above 3000 FT (Glasgow QNH), and in flight visibility of not less than 3 KM;

iv. an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;
v. aircraft using the lanes when the reported visibility at Glasgow Airport is in excess of 4 KM may be instructed by ATC, dependant upon the runway-in-use at Glasgow Airport to fly:

1. between Glasgow Airport and Greenock/Ardmore Point; north of the north bank or south of the south bank of the River Clyde; or
2. between Glasgow Airport and Loch Lomond (Alexandria); north of the Clyde/east of the Leven or south of the Clyde/west of the Leven;
3. between Glasgow Airport and East Kilbride, north of the A726 or south of the A726.

vi. pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed in paragraph 5.

8 VISUAL REFERENCE POINTS (VRP)

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

9 MICROLIGHT OPERATIONS IN THE GLASGOW CONTROL ZONE/CONTROL AREAS

a) Clearances for microlight aircraft to operate within the Glasgow CTR/CTA may be issued under the standard conditions for access to Class D Airspace under VFR.
b) ATC Clearance must be requested from Glasgow Radar on channel 119.105. Non-radio operations are not permitted.
c) Microlight pilots should plan their flights to remain at least 3 NM from the Runway 05/23 extended centre-line or, if crossing the extended centre-line, to remain at or below 1000 FT ALT and at a range of not less than 7 NM from Glasgow Airport. More direct routings may be available subject to prevailing traffic conditions and controller workload.

10 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Glasgow controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Glasgow Radar, channel 119.105, are encouraged to select SSR code 2620.

555840N 0050000W - 554333N 0050000W -
553302N 0042918W - 553627N 0035327W -
554806N 0035411W - 555724N 0035417W -
561150N 0034633W - 560900N 0042141W -
555840N 0050000W.

b) Selection of 2620 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Glasgow controlled airspace at all times.
c) Whilst squawking 2620, pilots should be aware that Glasgow Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 2620 shall be deselected.

EGPF AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPF-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGPF-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGPF-2-3
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGPF-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPF-5-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - TEXT

AD 2.EGPF-5-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NORBO (JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUSIV (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TURNBERRY (NON-JET AIRCRAFT ONLY) - ICAO
AD 2.EGPF-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) FOYLE - ICAO
AD 2.EGPF-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LOMON - ICAO
AD 2.EGPF-6-6
STANDARD DEPARTURE CHART - INSTRUMENT (SID) ROBBO - ICAO
AD 2.EGPF-6-7
STANDARD DEPARTURE CHART - INSTRUMENT (SID) CLYDE - ICAO
AD 2.EGPF-6-8
STANDARD DEPARTURE CHART - INSTRUMENT (SID) PERTH - ICAO
AD 2.EGPF-6-9
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AGPED 1G - ICAO
AD 2.EGPF-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) PTH 1G - ICAO
AD 2.EGPF-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ASLIB 1G - ICAO
AD 2.EGPF-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BRUCE 1G - ICAO
AD 2.EGPF-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ERSON 1G - ICAO
AD 2.EGPF-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BLACA 1G - ICAO
AD 2.EGPF-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES AGPED 1G PTH 1G ASLIB 1G
AD 2.EGPF-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES BRUCE 1G ERSON 1G BLACA 1G
AD 2.EGPF-7-8
RNAV HOLD CODING TABLE STIRA LANAK FYNER FOYLE
AD 2.EGPF-7-9
INSTRUMENT APPROACH CHART ILS/DME/VOR OR NDB(L) RWY 05 - ICAO
AD 2.EGPF-8-1
INSTRUMENT APPROACH CHART LOC/DME/VOR OR NDB(L) RWY 05 - ICAO
AD 2.EGPF-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 05 - ICAO
AD 2.EGPF-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 05 - ICAO
AD 2.EGPF-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO
AD 2.EGPF-8-5
INSTRUMENT APPROACH CHART ILS/DME/VOR OR NDB(L) RWY 23 - ICAO
AD 2.EGPF-8-6
INSTRUMENT APPROACH CHART LOC/DME/VOR OR NDB(L) RWY 23 - ICAO
AD 2.EGPF-8-7
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 23 - ICAO
AD 2.EGPF-8-8
INSTRUMENT APPROACH CHART VOR/DME RWY 23 - ICAO
AD 2.EGPF-8-9
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO
AD 2.EGPF-8-10

EGPF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

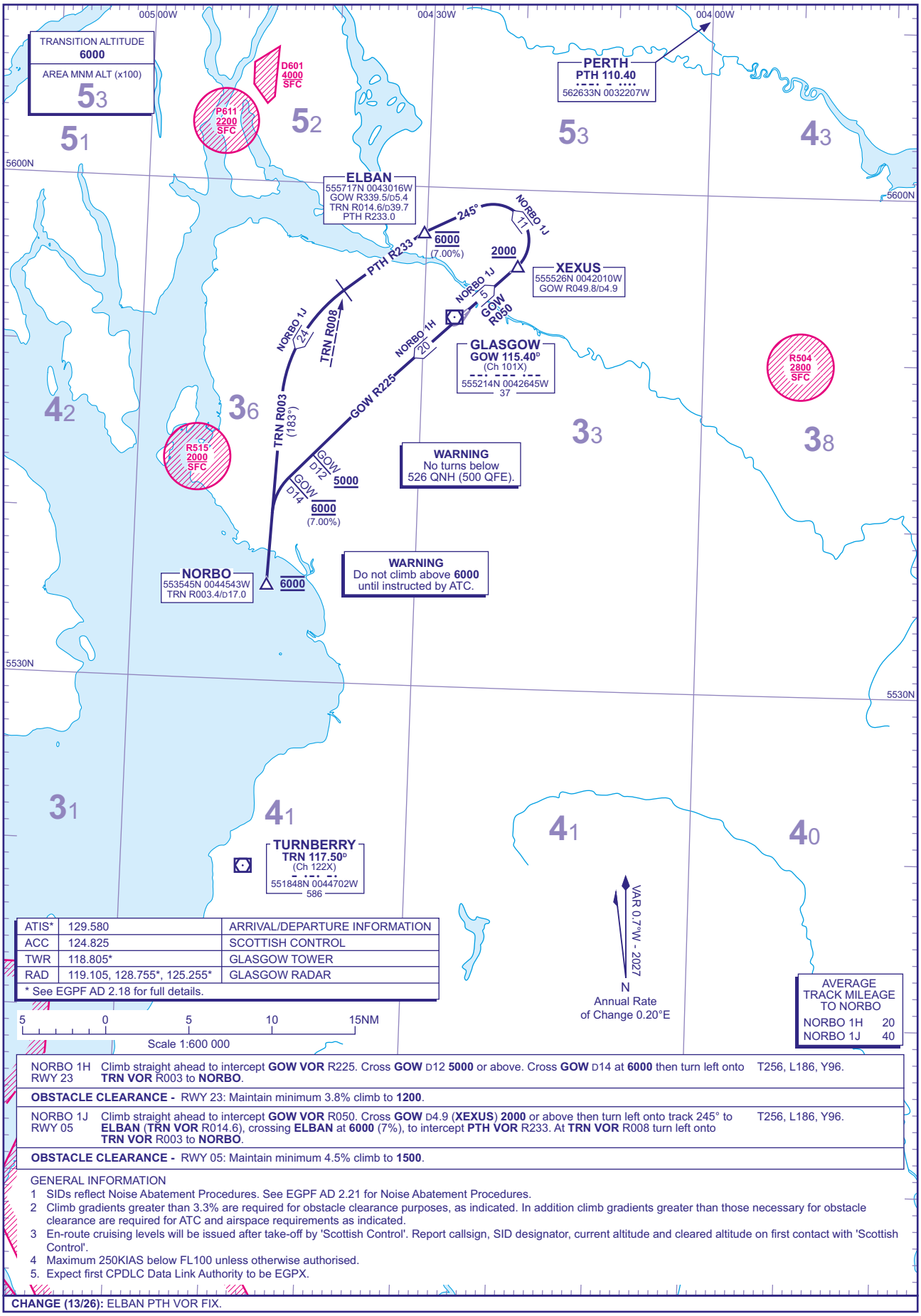
Not applicable

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW
NORBO (Jet aircraft only)



ATIS*	129.580	ARRIVAL/DEPARTURE INFORMATION
ACC	124.825	SCOTTISH CONTROL
TWR	118.805*	GLASGOW TOWER
RAD	119.105, 128.755*, 125.255*	GLASGOW RADAR
* See EGPF AD 2.18 for full details.		

AVERAGE TRACK MILEAGE TO NORBO

NORBO 1H	20
NORBO 1J	40

NORBO 1H RWY 23	Climb straight ahead to intercept **GOW VOR** R225. Cross **GOW** D12 **5000** or above. Cross **GOW** D14 at **6000** then turn left onto **TRN VOR** R003 to **NORBO**.	T256, L186, Y96.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **1200**.		
NORBO 1J RWY 05	Climb straight ahead to intercept **GOW VOR** R050. Cross **GOW** D4.9 (**XEXUS**) **2000** or above then turn left onto track 245° to **ELBAN** (**TRN VOR** R014.6), crossing **ELBAN** at **6000** (7%), to intercept **PTH VOR** R233. At **TRN VOR** R008 turn left onto **TRN VOR** R003 to **NORBO**.	T256, L186, Y96.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5. Expect first CPDLC Data Link Authority to be EGPX.

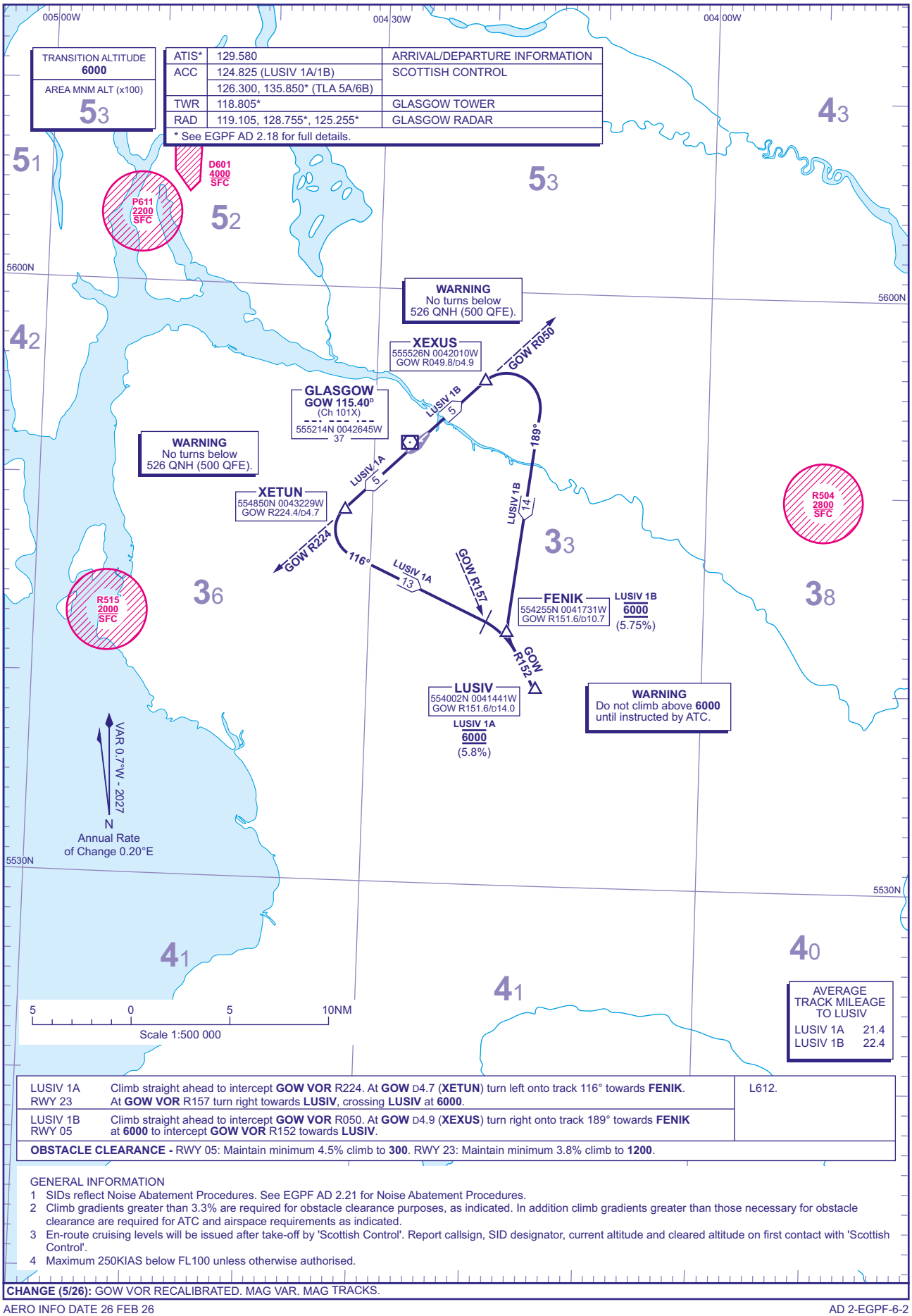
CHANGE (13/26): ELBAN PTH VOR FIX.

AERO INFO DATE 29 SEP 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW
LUSIV (Non-jet aircraft only)



LUSIV 1A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn left onto track 116° towards **FENIK**. At **GOW VOR** R157 turn right towards **LUSIV**, crossing **LUSIV** at **6000**.	L612.
LUSIV 1B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn right onto track 189° towards **FENIK** at **6000** to intercept **GOW VOR** R152 towards **LUSIV**.	
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **300**. RWY 23: Maintain minimum 3.8% climb to **1200**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.

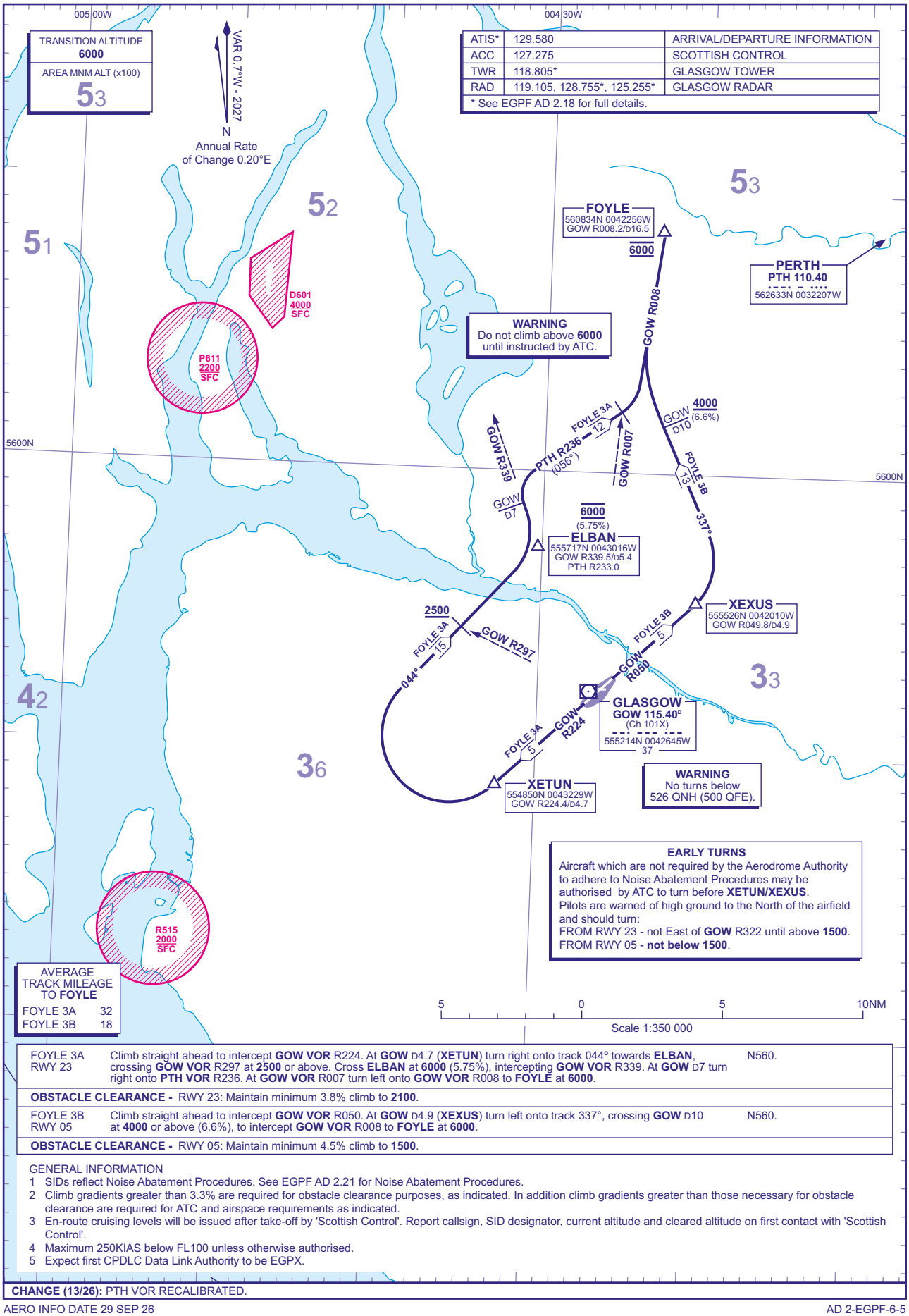
CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

AERO INFO DATE 26 FEB 26
AD 2-EGPF-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW FOYLE



FOYLE 3A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn right onto track 044° towards **ELBAN**, crossing **GOW VOR** R297 at **2500** or above. Cross **ELBAN** at **6000** (5.75%), intercepting **GOW VOR** R339. At **GOW** D7 turn right onto **PTH VOR** R236. At **GOW VOR** R007 turn left onto **GOW VOR** R008 to **FOYLE** at **6000**.	N560.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.		
FOYLE 3B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto track 337°, crossing **GOW** D10 at **4000** or above (6.6%), to intercept **GOW VOR** R008 to **FOYLE** at **6000**.	N560.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

CHANGE (13/26): PTH VOR RECALIBRATED.

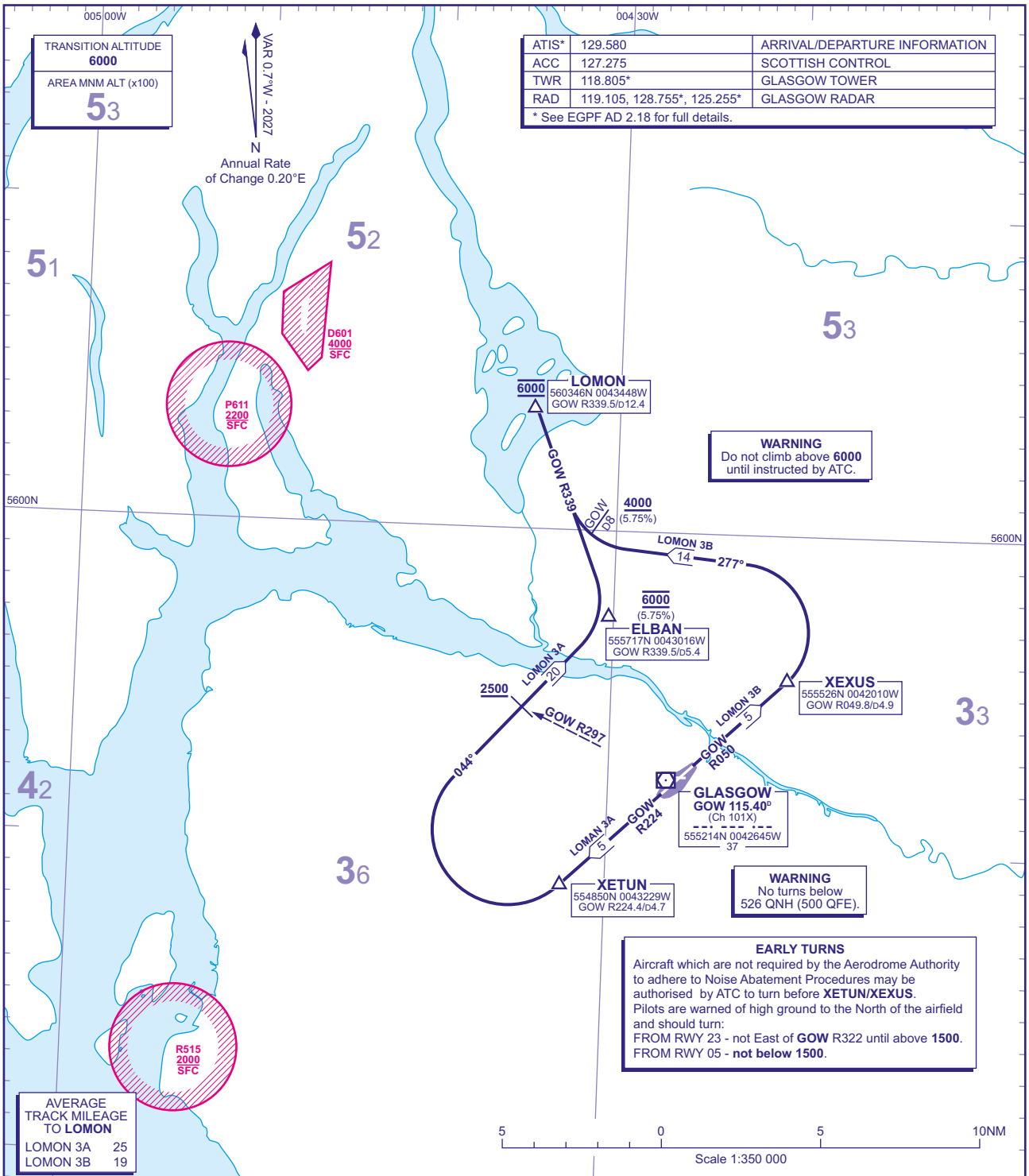
AERO INFO DATE 29 SEP 26

AD 2-EGPF-6-5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW
LOMON



LOMON 3A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn right onto track 044° towards **ELBAN**, crossing **GOW VOR** R297 at **2500** or above. Cross **ELBAN** at **6000** (5.75%), intercepting **GOW VOR** R339 to **LOMON** at **6000**.	OAC Routes via **ATSIX**, **RATSU**.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.		
LOMON 3B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto track 277°, crossing GOW D8 at **4000** or above (5.75%), to intercept **GOW VOR** R339 to **LOMON** at **6000** (6%).	OAC Routes via **ATSIX**, **RATSU**.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

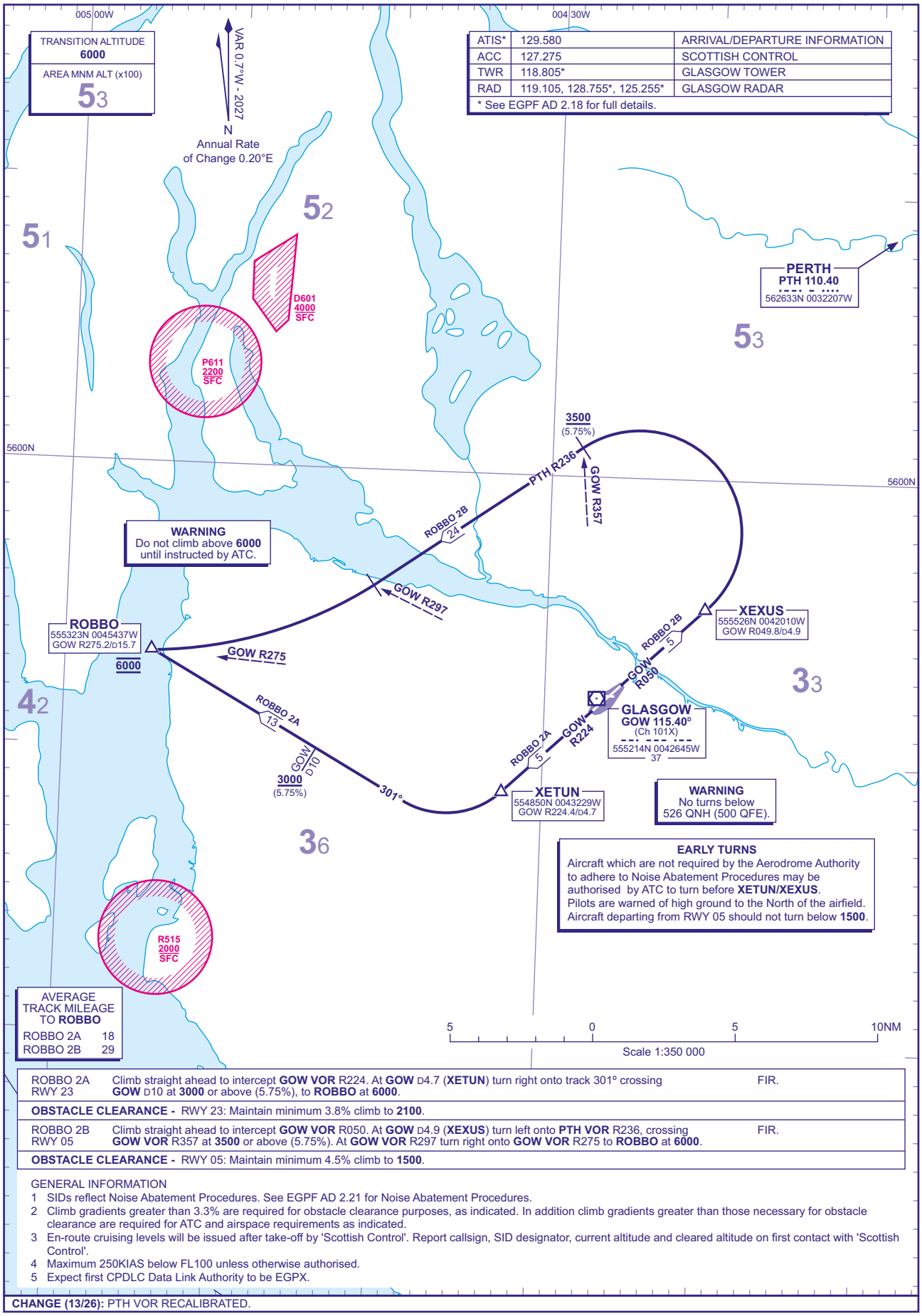
CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

AERO INFO DATE 26 FEB 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW ROBBO



ROBBO 2A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn right onto track 301° crossing **GOW** D10 at **3000** or above (5.75%), to **ROBBO** at **6000**.	FIR.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.		
ROBBO 2B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto **PTH VOR** R236, crossing **GOW VOR** R357 at **3500** or above (5.75%). At **GOW VOR** R297 turn right onto **GOW VOR** R275 to **ROBBO** at **6000**.	FIR.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

CHANGE (13/26): PTH VOR RECALIBRATED.

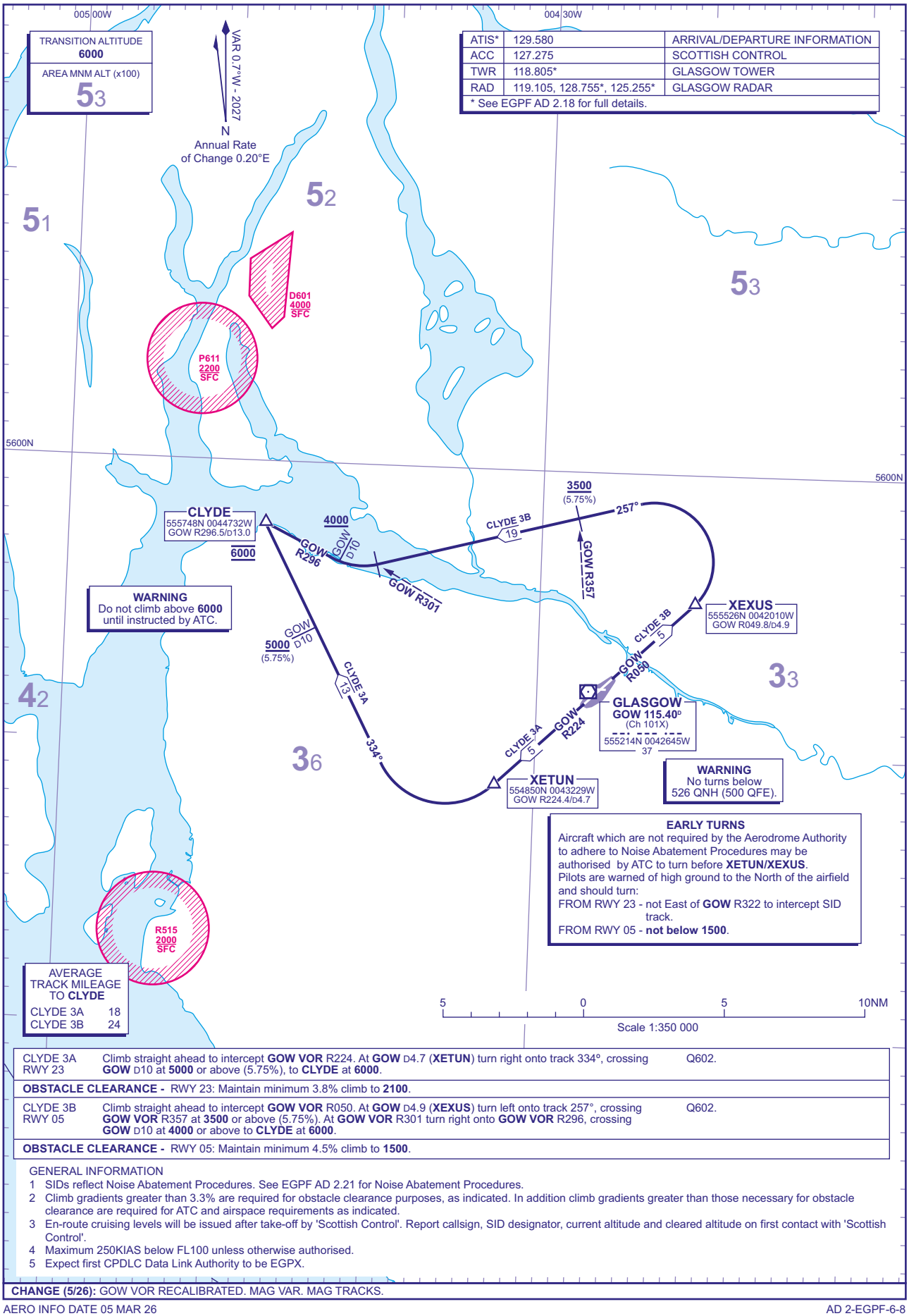
AERO INFO DATE 29 SEP 26

AD 2-EGPF-6-7

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW CLYDE



CLYDE 3A RWY 23	Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn right onto track 334°, crossing **GOW** D10 at **5000** or above (5.75%), to **CLYDE** at **6000**.	Q602.
OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.		
CLYDE 3B RWY 05	Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn left onto track 257°, crossing **GOW VOR** R357 at **3500** or above (5.75%). At **GOW VOR** R301 turn right onto **GOW VOR** R296, crossing **GOW** D10 at **4000** or above to **CLYDE** at **6000**.	Q602.
OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **1500**.		

GENERAL INFORMATION
1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

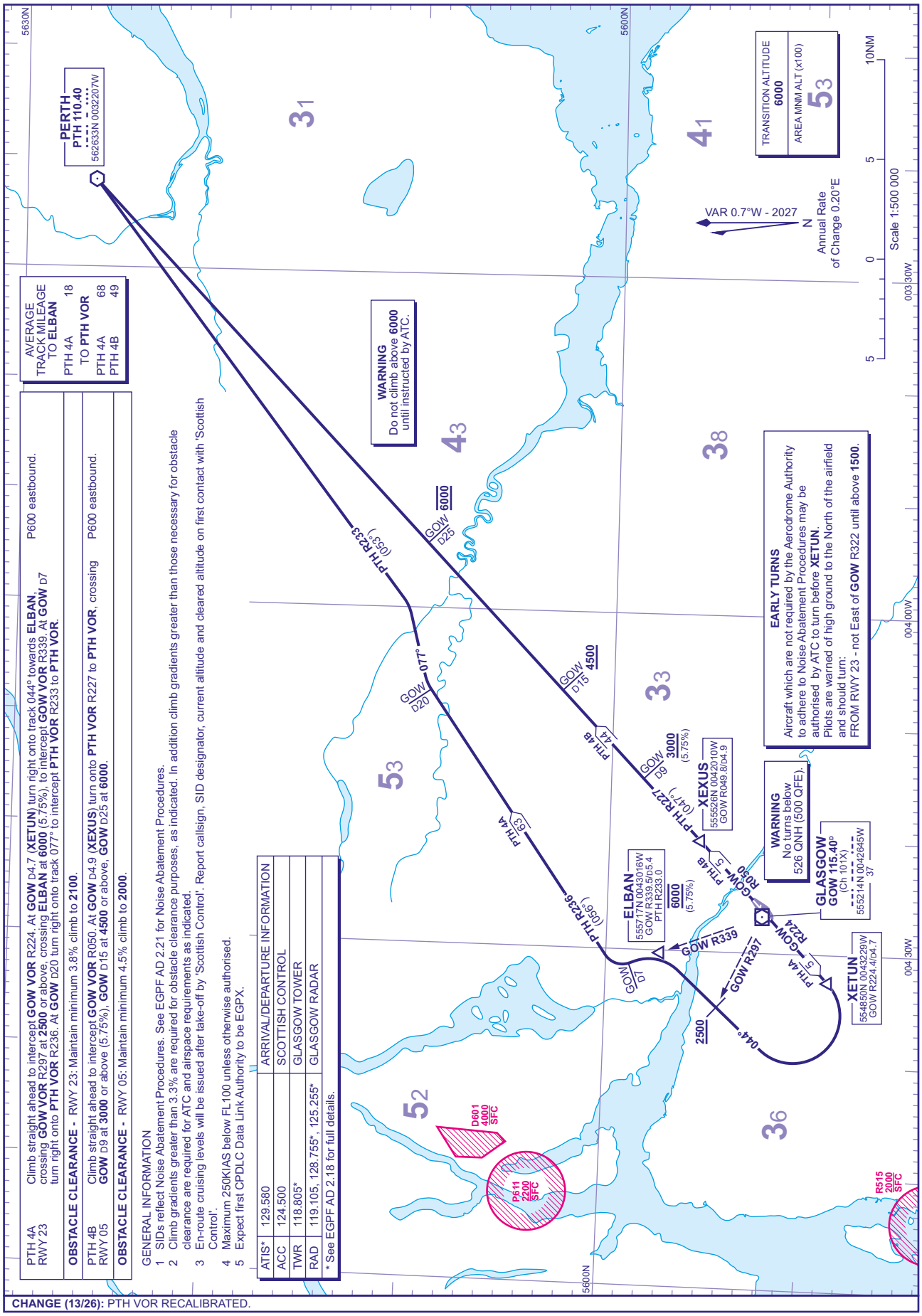
CHANGE (5/26): GOW VOR RECALIBRATED. MAG VAR. MAG TRACKS.

AERO INFO DATE 05 MAR 26
AD 2-EGPF-6-8

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GLASGOW PERTH



PTH 4A
RWY 23

Climb straight ahead to intercept **GOW VOR** R224. At **GOW** D4.7 (**XETUN**) turn right onto track 044° towards **ELBAN**, crossing **GOW VOR** R297 at **2500** or above, crossing **ELBAN** at **6000** (5.75%), to intercept **GOW VOR** R339. At **GOW** D7 turn right onto **PTH VOR** R236. At **GOW** D20 turn right onto track 077° to intercept **PTH VOR** R233 to **PTH VOR**. P600 eastbound.

OBSTACLE CLEARANCE - RWY 23: Maintain minimum 3.8% climb to **2100**.

PTH 4B
RWY 05

Climb straight ahead to intercept **GOW VOR** R050. At **GOW** D4.9 (**XEXUS**) turn onto **PTH VOR** R227 to **PTH VOR**, crossing **GOW** D9 at **3000** or above (5.75%), **GOW** D15 at **4500** or above, **GOW** D25 at **6000**. P600 eastbound.

OBSTACLE CLEARANCE - RWY 05: Maintain minimum 4.5% climb to **2000**.

GENERAL INFORMATION

1 SIDs reflect Noise Abatement Procedures. See EGPF AD 2.21 for Noise Abatement Procedures.
2 Climb gradients greater than 3.3% are required for obstacle clearance purposes, as indicated. In addition climb gradients greater than those necessary for obstacle clearance are required for ATC and airspace requirements as indicated.
3 En-route cruising levels will be issued after take-off by 'Scottish Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Scottish Control'.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Expect first CPDLC Data Link Authority to be EGPX.

ATIS*	129.580	ARRIVAL/DEPARTURE INFORMATION
ACC	124.500	SCOTTISH CONTROL
TWR	118.805*	GLASGOW TOWER
RAD	119.105, 128.755*, 125.255*	GLASGOW RADAR

* See EGPF AD 2.18 for full details.

CHANGE (13/26): PTH VOR RECALIBRATED.

AERO INFO DATE 29 SEP 26

AD 2-EGPF-6-9

INTENTIONALLY BLANK

		Taxiway D: 18 M Surface: Asphalt - Taxiway E: 15 M Surface: Asphalt - Taxiway G: 8 M Surface: Asphalt - Taxiway H: 10 M Surface: Asphalt - Taxiway J: 8 M Surface: Asphalt Taxiway J is 10.5 M then narrows to 8 M after 150 M. Taxiway K: 18 M Surface: Asphalt -
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	Reinforced grass apron west of Apron A suitable for aircraft up to 2300 KG MTWA.

EGBJ 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 have Self manoeuvring markings. AVGAS helicopter refuelling point and hard standing parking marked with circled 'H'.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 03/21: Runway designation, threshold, centre-line and edge markings. Runway intersections marked. 08/26: Runway designation, threshold, centre-line and edge markings. Runway intersections marked. Taxiway marking aid(s): All taxiways yellow centre-line. See AD 2.20 paragraph 2.
3	Stop bars and runway guard lights (if any)	Runway guard lights at A1, A2, A3, C1, D1, E2 & G1.
4	Other runway protection measures	-
5	Remarks	WDI (LGTD): 515334.78N 0021001.19W, 515330.48N 0020939.52W. Compass swing area marked at Taxiway G. Helicopter parking as directed by ATC and with a marshaller if available.

EGBJ 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.

EGBJ 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	Form 214/215/415 TAF/METAR AIRMET. Internet access.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Routine observations made at H+20 and H+50 during AD hours. Observations may occasionally be 'Unofficial'.

EGBJ 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	034.65°	980 x 23 M	RWY surface: Asphalt -	515319.00N 0021005.29W 161.0 FT	THR 82.6 FT -	-
21	214.66°	980 x 23 M	RWY surface: Asphalt -	515342.81N 0020938.69W 161.0 FT	THR 86.1 FT -	-
08	083.75°	1432 x 30 M	RWY surface: Asphalt, Grooved PCR 296/F/C/X/T	515336.29N 0021037.48W 161.0 FT	THR 73.5 FT -	-
26	263.77°	1432 x 30 M	RWY surface: Asphalt, Grooved PCR 296/F/C/X/T	515340.21N 0020939.54W 161.0 FT	THR 87.4 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
-	111 x 80 M	1166 x 80 M	-	-	-	RWY 03
-	93 x 80 M	1166 x 80 M	-	-	-	RWY 21 Landing threshold displaced by 89 M.
-	40 x 140 M	1394 x 280 M	90 x 74 M -	-	-	RWY 08 Landing threshold displaced by 33 M.
-	2 x 140 M	1394 x 280 M	90 x 74 M -	-	-	RWY 26 Landing threshold displaced by 286 M.

EGBJ AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	1271 M	1311 M	1271 M	1241 M	Runway 08 LDA ends 160 M before end of paved surface due to RESA provision.
08	1154 M	1194 M	1154 M	-	Take-off from intersection with Hold C1.
26	1317 M	1319 M	1317 M	1147 M	-
26	1163 M	1165 M	1163 M	-	Take-off from intersection with Hold A1/A2/ A3.
03	980 M	1091 M	1046 M	980 M	-
21	980 M	1073 M	980 M	891 M	-

EGBJ 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	-	-	APAPI Left/4.5° 20 FT 115 M	-	-	-	-	-	-
21	-	-	APAPI Left/3.5° 23 FT 115 M	-	-	-	-	-	-
08	Basic. Centre-line lighting 30 M spacing. 230 M Light intensity high	Green Light intensity high Wingbar	PAPI Left/3° 46 FT 264 M	-	-	Elev bi-directional 1431 M 59 M spacing White with yellow caution zone Light intensity high	Red	-	-
26	Intermediate. Centre-line lighting 30 M spacing with two crossbars. 312 M Light intensity high	Green Light intensity high Wingbar	PAPI Left/3.5° 43 FT 214 M	-	-	Elev bi-directional 1431m 59 M spacing White with yellow caution zone Light intensity high	Red	-	-

EGBJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 515331.89N 0021004.44W Flashing Green 'GO'. Approx. 270 M south of midpoint Runway 08/26. As required during AD hours.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 515329.41N 0021007.82W (LGTD).
3	TWY edge and centre line lighting	CL: Taxiway A green centre-line lighting, Taxiway A, B and C reflective blue studs, Taxiway Echo - blue lin-laners. EDGE: All south side runway intersections and Hold A2/A3 area blue edge lighting and reflective markers.
4	Secondary power supply/switch-over time	Max. 10 seconds.
5	Remarks	Apron floodlighting.

EGBJ AD 2.16 HELICOPTER LANDING AREA

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

7	RMK	Three grass Helicopter training areas; Heli Northeast, Northwest and Southwest are established. An additional aiming point is provided at Heli South, adjacent to Taxiway J. Refer to aerodrome chart. Helicopter Holding points 'Y' and 'X' established north and south of Runway 26 threshold. Helicopter procedures detailed at AD 2.20 Section 5.

EGBJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
GLOUCESTERSHIRE ATZ A circle, 2 NM radius, centred at 515339N 0021002W on longest notified runway (08/ 26)	Upper limit: 2101 FT ALT Lower limit: SFC	G	GLOSTER APPROACH English	3000 FT	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	ATZ 2000 FT AAL.

EGBJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
APP	GLOSTER APPROACH	128.555 DOC 25 NM/7,000 FT.	-	-	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	See AD 2.20 para 4(i) Warnings. VDF 515331.51N 0020938.70W On AD. Bearing accuracy no better than Class B.
TWR	GLOSTER TOWER	122.905 DOC 10 NM/3,000 FT. May occasionally be combined with APP. Refer to ATIS.	-	-	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	-
RADAR	GLOSTER RADAR	120.980 DOC 25 NM/ 10,000 FT. Not continuously monitored during aerodrome hours.	-	-	As Directed by ATC	Radar services (Primary only) within 25 NM below FL 80, availability subject to manning. Use of 'Radar' suffix denotes availability only. Provision of a specific radar service is not implied. VDF 515331.51N 0020938.70W On AD. Bearing accuracy no better than Class B.
		128.555 DOC 25 NM/7,000 FT.	-	-	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	
ATIS	GLOSTER INFORMATION	127.480 DOC 60 NM/ 20,000 FT.	-	-	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	-
OTHER	FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGBJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.62°E (2027)	IGOS	109.950 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515335.64N 0021047.01W	-	(RWY 26) For both TX's the GP structure goes out of the 95% probability tolerance between 8.5 - 7 NM. GP RF level on both TX slices out of tolerance beyond 8.5 NM, however full fly-up still achieved.
ILS/GP	IGOS	333.650 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515341.99N 0020952.21W	-	3.5° ILS Ref Datum Hgt 40 FT. For both TX's the GP structure goes out of the 95% probability tolerance between 8.5 - 7 NM. GP RF level on both TX slices out of tolerance beyond 8.5 NM, however full fly-up still achieved.
DME	IGOS	36Y 109.950 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515331.89N 0021004.54W	111 FT	(RWY 26) On AD. DME range on Runway 26 Approach is limited to 9.5 NM. DME range on Runway 26 on the extended centreline from 9.5 NM to 25 NM is unusable below 1400 FT. DME range on Runway 26 on the extended centreline beyond 25 NM is unusable below 4000 FT. DOC 25 NM/25,000 FT.
NDB (L) 0.63°E (2027)	GST	331.000 kHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515331.03N 0021004.45W	-	On AD. Radiates as an NDB out of approach hours up to 25 NM. Interference may occur within 5 NM of Droitwich.

EGBJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

https://app.airportal.aero

2 GROUND MOVEMENT

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

g) Fixed wing aircraft should not taxi within three rotor diameters of rotors running helicopters.
h) During taxiing, pilots should exercise caution when taxiing from apron Alpha towards taxiway Alpha, especially in the vicinity of runway holding points A1, A2 and A3. A left turn should be made to the south of A2 to enter taxiway Alpha when taxiing for either Runway 03 or 08.
i) Due to lack of Pavement Classification Rating information on Taxiways B, C, D, E, G, J and H, aircraft with a MTOW of 5700 KG and above use these taxiways at their discretion. Should alternative taxi routes be required, this request should be made to ATC.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Turbulence may be encountered overflying industrial area on final approach Runway 21 and when crossing airfield perimeter on final Runway 26.
b) Runway 03/21 prone to standing water after prolonged rain. Runway state available from ATC. Runway may not be available for turbine engined departures.
c) Bird activity noted at this airport. Occasionally large flocks of birds may transit across or gather on the aerodrome. Aircraft may be delayed whilst birds are cleared. Despite the presence of fencing, roe deer are occasionally seen on the airport. Pilots are requested to keep a good look out and report any sightings to ATC.
d) A public road runs through the undershoot of Runway 21 and 26. Pilots should not approach below the PAPI glidepath.
e) To avoid possible jet efflux, pilots should avoid overflight of the engine test bed located approx. 300 M B3 Hold.
f) Extensive Instrument training takes place throughout AD hours in IMC and VMC. Pilots intending to transit via GST below 5000 FT AMSL or in the vicinity of IAPs bounded by the co-ordinates: 515156.76N 0023430.78W (KUPET) - 515658.92N 0023005.91W (UVNOP) - 515942.11N 0015429.46W (LAPKU) - 514946.46N 0015243.99W (REKLO) - 514739.45N 0022823.06W (SOSAB), are advised to contact Gloster Approach.
g) Glider and hang glider activity takes place along the Cotswold hills to the east and south of the aerodrome without notification to ATC.
h) Runway 08/26 undulates from its western end for approximately 400 M. From the 08 end, the runway slopes down to a trough at 156 M, then rises to a peak at 264 M with the next trough at 384 M. Overall and local longitudinal slopes are compliant; however, the rate of change of subsequent slope changes exceeds CAP168 requirements by 0.05% & 0.08%.
i) Certain flights may operate outside AD/ATS/ATZ hours, making blind transmissions on 128.555.
j) Public road runs adjacent to eastern airfield perimeter, penetrating Approach surfaces for Runways 21 and 26 and Take-off Climb surfaces for Runways 03 and 08. Co-ordinates relate to that portion of road closest to runway centre-lines, elevations relate to maximum penetration.
k) Pylons and HT cables run from bearing 127°-181° MAG and 214°-275° MAG penetrating inner horizontal surface. Co-ordinates relate to position and elevation of greatest penetration.
l) Road traffic control system in operation, activated by ATC. Mobile obstacle (vehicles) above 2.5 M stopped during non-training precision approaches when visibility less than 5000 M and on request for 08 departures.
m) Microlight flying takes place at Over Farm (515238N 0021657W) approximately 4.3 NM west south west of Gloucestershire Airport. Microlights carry out standard overhead joins, departures and circuits at this location and normally fly up to 1500 FT AGL in the vicinity of Over Farm.
n) Mixed fixed wing and rotary operations can be complex. To avoid the risk of runway incursions all operators need to ensure they are fully aware of procedures, routes and listen carefully to comply with ATC instructions.

5 HELICOPTER OPERATIONS

a) Helicopters communicating with Gloster Air Traffic Control should prefix each transmission of their call sign with the word “Helicopter” e.g. “Helicopter G-AB (or Helicopter AB) downwind”, “Gloster Tower, Helicopter 123B, on the tower apron request start-up”, “Gloster Approach, Helicopter GABCD inbound”.
b) Helicopters capable of doing so should ground taxi rather than air taxi when operating on aprons and in areas where aircraft are parked or holding. Helicopters should ground taxi onto manoeuvring area before lifting. When air taxiing is unavoidable, helicopters should avoid taxiing within three rotor diameters of other aircraft. This distance should be considered as a minimum and should be increased for larger helicopters. Helicopters taxiing in and out of tower apron should ground taxi via holding point K. If skidded, via marked taxi routes from Taxiway A. Spot 7 for the use of tower apron operators only.
c) There are three grass Helicopter Training Areas (Heli Northeast, Heli Northwest and Heli Southwest). An additional aiming point is provided at Heli South to the west of Taxiway J. Helicopter pilots operating in any of the Helicopter Training Areas must exercise extreme caution and remain clear of navigational aids, meteorological equipment and other obstacles as advised by ATC and remain outside of all runway strips.
d) Helicopter circuits operate parallel to and inside fixed wing circuits up to a maximum of 750 FT QFE, approaching and departing from the helicopter training areas as follows:

Fixed-wing	Rotary
Runway 08/26	Heli Northwest & Northeast
Runway 03/21	Heli Southwest & Northwest

i. Helicopters may also be instructed to depart or approach to Runways. Arrivals from the south will normally approach to Heli South. To avoid runway incursions helicopter operators when taxiing and needing to cross any runway must take special care in listening and complying with ATC Instructions.
ii. Heli Northwest and Heli Northeast are referred to generically as 'Heli North'. Approach Control will normally issue joining instructions to 'Heli North', Tower may then specify a particular training/landing area, subject to traffic and/or runway in use.

e) In order to reduce RT loading and avoid conflict between rotary and fixed-wing circuits, standardised phraseology and procedures are established for helicopter operations. The standardised phrases are assigned the following meanings:

i. **'Standard Helicopter Departure North'**: Lift and remain clear of fixed-wing active runways. After lifting, depart the ATZ promptly to the north not above height 750 FT QFE (subject to runway crossing clearance if required and remaining clear of fixed wing final approach and climb out). Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be joining. Any requirements to deviate from this standard departure must be advised to ATC.
ii. **'Standard Helicopter Departure South'**: Lift and remain clear of fixed-wing active runways. After lifting, depart the ATZ promptly to the south/southwest not above height 750 FT QFE (subject to runway crossing clearance if required and remaining clear of fixed wing final approach and climb out). Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be joining. Any requirements to deviate from this standard departure must be advised to ATC.
iii. **'Standard Helicopter Arrival North'**: Enter the ATZ from the north not above 750 FT QFE towards Heli North, remaining clear of fixed wing final approach and climb out tracks. Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be departing. Any requirements to deviate from this standard arrival must be advised to ATC.
iv. **'Standard Helicopter Arrival South'**: Enter the ATZ from the south/southwest not above 750 FT QFE towards Heli South or Heli Southwest (as directed), remaining clear of fixed wing final approach and climb outtracks. Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be departing. Any requirements to deviate from this standard arrival must be advised to ATC.
v. **'Standard Helicopter Circuits'**: Lift and remain clear of fixed wing active runways. Fly circuits not above height 750 FT QFE in same direction as notified fixed wing circuit. Circuits to depart from and arrive at the most upwind available heli-spot. When downwind helicopters shall report their position (e.g. "Helicopter-AA downwind"). Each time a helicopter lifts (including lifting each time into circuit) they shall report lifting (e.g. "Helicopter-AA lifting"). These broadcasts may not be acknowledged by ATC. Helicopters to maintain a listening watch on ADC frequency as traffic information and instructions may frequently be given. Helicopters to advise ATC when circuit detail is complete.

f) Larger helicopters and those types able to ground taxi may be integrated into the fixed-wing circuit.
g) Helicopters are required to comply with noise abatement procedures as detailed in AD 2.21.
h) Helicopters requiring AVGAS are required to alight at the circled 'H' west of the refuelling point. Ground handling or repositioning may be required for parking. At no time shall student pilots maintain control of a helicopter when in the vicinity of the fuel pumps. Control shall be taken by Instructors when routing to, from or in the vicinity of the fuel pumps.
i) Helicopters requiring to cross Runway 03/21 and 08/26 will be instructed to air taxi to Hold Y or X to await onward clearance. Cross at right angles to the centre-line.
j) Runway Strips and ILS critical areas marked by mown grass. Helicopters must not infringe runway strips during approach or manoeuvring without ATC clearance.
k) Jet A1 refuel normally takes place at ‘Spot 5’. Access to and egress from Spot 2 should be via the quadrant delineated by the white markers. Similarly, when fixed wing aircraft are at the AVGAS pumps or Hold A2, access and egress from Spot 5 should be via the mown quadrants only, which requires a positive Runway 08/26 entry and associated ATC clearances.

6 USE OF RUNWAYS

a) Crossing/multiple runway operations may take place. To avoid runway incursions pilots must follow ATC taxi instructions and vacate all runways as expeditiously as possible.
b) Due to lack of Pavement Classification Rating information, aircraft with a MTOW above 5700 KG are not permitted to operate from Runway 04/22.

7 TRAINING

a) PPR and slot required for all instrument training flights and non-training.
b) An Instrument 'slot' booking system operates throughout AD hours. In order to avoid delay or curtailment, pilots should adhere to their pre-booked times. ATC are to be advised of any cancellation.
c) Engine failure after take-off training not permitted for SEP (single engine piston) on Runway 21 or Runway 26. EFATO exercises from Runways 03 and 08 must only commence after passing M5 motorway.

EGBJ AD 2.21 NOISE ABATEMENT PROCEDURES

Operators of all aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome. A medium density residential conurbation is situated to the east, south and southwest of the aerodrome. Whenever possible, pilots should avoid overflight of these areas, other villages, hamlets and residential areas in the vicinity of the aerodrome. The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

a) Jet departures Runway 08 - Climb straight ahead through 1400 FT QNH before turning.
b) Departures Runway 21 - No left turns permitted until passing Chosen Hill (1.2 DME).
c) Departures Runway 26 - Non-jet aircraft (including circuit aircraft) are not to execute rights turns until passing west of the golf course (0.5 DME (26)) and should not route over the village of Down Hatherley. Jet aircraft are to climb straight ahead through 1400 FT QNH before executing any turn.
d) Departures Runway 03 - No left turns before Staverton Village (1.1 DME).

EGBJ AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) **IFR Arrivals**: PPR and slot required for all flights and in addition to the filing of a flight plan. Arriving flights are to establish communications with ATC at least 10 minutes prior to ETA at NDB(L) GST.
b) **VFR Arrivals**: Arriving VFR flights are to establish communications with ATC at least 5 minutes prior to ETA for overhead and at not less than 5 DME. Fixed wing aircraft will normally be instructed to make a Direct Join. Direct joins may be issued with a vertical restriction e.g. not below 1500 FT QFE, to facilitate circuit integration. Such a restriction does not absolve pilots from the requirement to remain in VMC at all times. Inbound flights should avoid Instrument Approach let-down areas and departure climb-outs at all times.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) To provide improved ATC handling of outbound flights via the ATS Route network from Gloucestershire Airport, the following Standard Departure Routes have been established in conjunction with relevant agencies. Full details published in Standard Route Document. Non-compliant FPL may be changed to the routes shown in the table below.

Departure to	Via	Route	Remarks
East	L607	BADIM - DCT - BUCFA - L607	Departures will normally be transferred to 'Bristol Radar' once deconflicted from known traffic.
South/Southwest	N92	BCN - DCT - EXMOR - N92	Departures will normally be transferred to 'Cardiff Radar' once deconflicted from known traffic.
West	L9	BCN - P4 - FELCA - L9	Departures will normally be transferred to 'Cardiff Radar' once deconflicted from known traffic.
Northwest	N864	KISWO - N864	Departures will normally be transferred to 'Western Radar' once deconflicted from known traffic.
North	P18	TELBA	Departures will normally be transferred to 'Western Radar' once deconflicted from known traffic.

b) Aircraft carrying out IR Training and Examination flights at Bristol, Cardiff and Exeter are required to route BADIM - DCT - ICCIN.
c) Upon first contact with ATC, pilots should acknowledge receipt of current ATIS code and state altimeter setting in use.
d) All IFR departures joining controlled airspace must request start up clearance.
e) After departure, all turns will conform with the direction of the circuit for the departure runway (promulgated on ATIS) unless approval from ATC has been granted.

3 CIRCUIT PROCEDURES

a) Fixed-wing circuit height 1000 FT QFE. Rotary circuit height not above 750 FT QFE. Runway 03 and 08 LH circuit, Runway 21 and 26 RH circuit. Direction may be varied by ATC.
b) On occasion fixed wing aircraft may be cleared for a "bad weather circuit" and this will be flown not below 600 FT QFE.

4 INSTRUMENT APPROACHES

a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
b) Undulation of the glide path will occur beyond 6 NM. Auto coupled approaches should not be carried out before 6 NM.

EGBJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBJ-2-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGBJ-5-1
INSTRUMENT APPROACH CHART SRA RTR 0.5 NM/2 NM RWY 08 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-1
INSTRUMENT APPROACH CHART RNP RWY 08 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-3

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-5
INSTRUMENT APPROACH CHART SRA RTR 0.5NM/2NM RWY 26 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-6
INSTRUMENT APPROACH CHART RNP RWY 26 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 (CAT A,B,C) - ICAO
AD 2.EGBJ-8-8
INSTRUMENT APPROACH CHART NDB(L) AERODROME (CAT A,B,C) - ICAO
AD 2.EGBJ-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08
AD 2.EGBJ-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 26
AD 2.EGBJ-8-11

EGBJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AERODROME CHART - ICAO

ARP 515339N 0021002W

AD ELEV 101FT

GLOUCESTERSHIRE
EGBJ

COM		
ATIS	127.480	GLOUCESTER INFO
TWR	122.905	GLOUCESTER TOWER
	121.605	GLOUCESTER FIRE
LIGHTING		
APCH 08	HI 230 m basic C/L with 1 bar.	
APCH 26	HI 312 m intermediate C/L with 2 bars.	
THR 08/26	HI green W bars.	
RWY 08/26	HI elev bi-d edge. End lights red.	
TWY	TWY A green C/L. Blue edge on all south side runway intersections and hold A2/A3 area. Guard lights at A1, A2, A3, C1, D1, E2 & G1.	

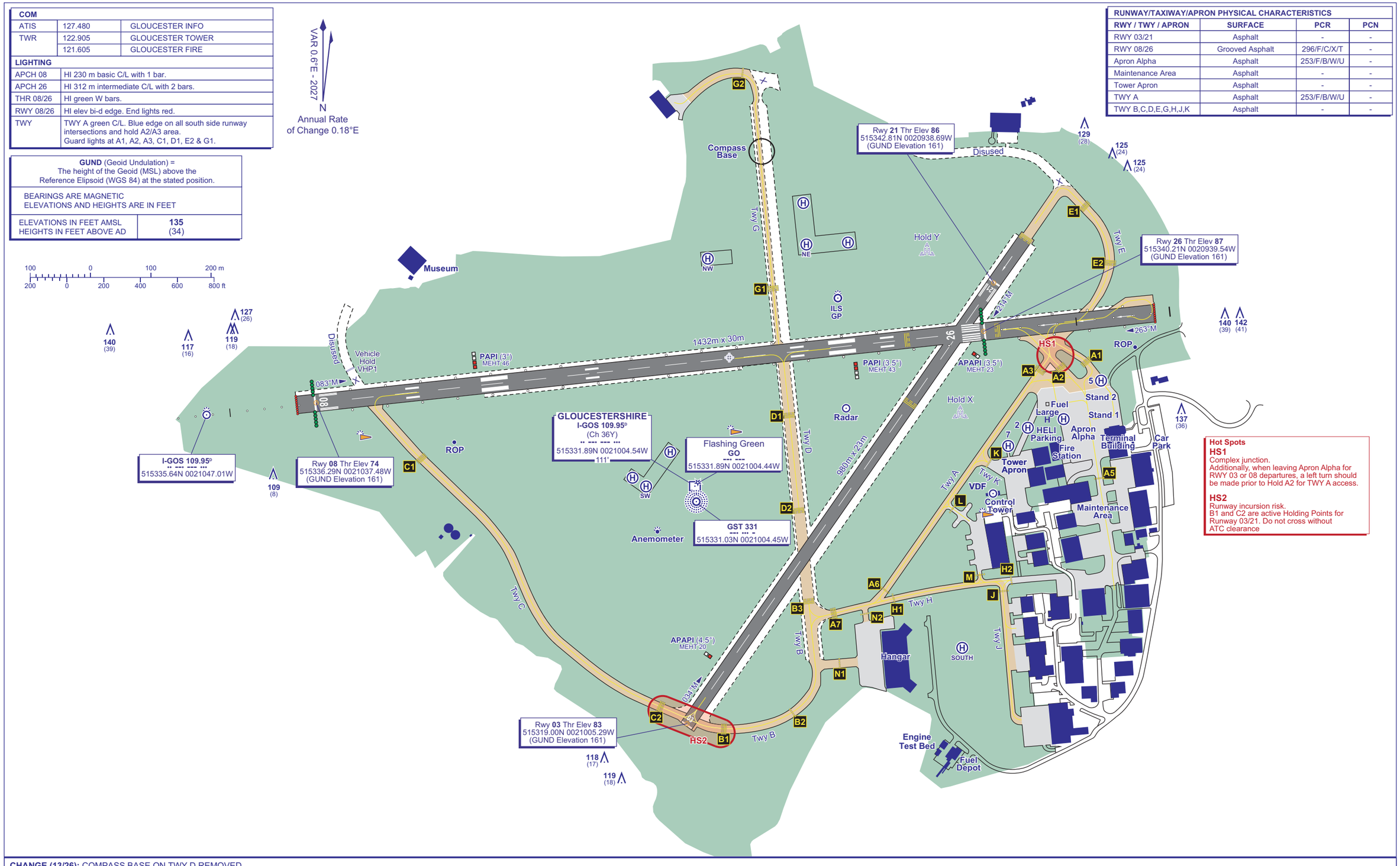
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**135** (34)

VAR 0.6°E - 2027
N
Annual Rate of Change 0.18°E

100 0 100 200 m
200 0 200 400 600 800 ft

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	**SURFACE**	**PCR**	**PCN**
RWY 03/21	Asphalt	-	-
RWY 08/26	Grooved Asphalt	296/F/C/X/T	-
Apron Alpha	Asphalt	253/F/B/W/U	-
Maintenance Area	Asphalt	-	-
Tower Apron	Asphalt	-	-
TWY A	Asphalt	253/F/B/W/U	-
TWY B,C,D,E,G,H,J,K	Asphalt	-	-



Hot Spots

HS1
Complex junction.
Additionally, when leaving Apron Alpha for RWY 03 or 08 departures, a left turn should be made prior to Hold A2 for TWY A access.

HS2
Runway incursion risk.
B1 and C2 are active Holding Points for Runway 03/21. Do not cross without ATC clearance

CHANGE (13/26): COMPASS BASE ON TWY D REMOVED.

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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

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.

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

		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	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	Unlit Helicopter TLOF marked by H is positioned North of Taxiway Juliet, suitable for helicopters with greatest overall length not exceeding 16 M. Police aiming point marked by Triangle at north end of taxiway Juliet, for use by approved aircraft in accordance with unit specific procedures.

EGNR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
HAWARDEN ATZ A circle, 2.5 NM radius, centred at 531041N 0025840W on longest notified runway (04/22)	Upper limit: 2045 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT	Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	ATZ 2000 FT AAL.
HAWARDEN RMZ 1 531309N 0025059W - 530940N 0025059W - 531427N 0030140W - 531309N 0025059W	Upper limit: 2500 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT	-	RMZ hours coincident with aerodrome hours as detailed at EGNR AD 2.3. For conditions of RMZ entry see EGNR AD 2.22 Flight Procedures. Contiguous with overlying CAS.
HAWARDEN RMZ 2 530940N 0025059W - 530823N 0025059W - 530400N 0025720W - 530845N 0031227W - 531525N 0030250W - 531427N 0030140W - 530940N 0025059W	Upper limit: 3000 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT	-	Contiguous with overlying CAS.
HAWARDEN RMZ 3 530400N 0025720W - 530000N 0030305W following the line of latitude to - 530000N 0030711W - 530321N 0031150W - 530845N 0031227W - 530400N 0025720W	Upper limit: 4500 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT	-	Contiguous with overlying CAS.

EGNR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	HAWARDEN TOWER	124.955 DOC 20 NM/6,000 FT.	-	-	Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	-
RADAR	HAWARDEN RADAR	120.055 DOC 40 NM/ 20,000 FT.	-	-	Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	-
		130.015 DOC 40 NM/ 20,000 FT. Not continuously monitored.	-	-	When directed by ATC.	
ATIS	HAWARDEN INFORMATION	125.430 DOC 40 NM/ 20,000 FT.	-	-	Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	-
OTHER	HAWARDEN FIRE	121.605 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGNR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.22°E (2027)	IHWD	110.350 MHz	HO	531043.61N 0025844.66W	-	(RWY 04) ILS is offset 2.6° to the right. Due to terrain considerations, below 3500 FT, the LOC and associated DME are restricted to operations within +-35 to a range of 10 NM and +-10 out to a range of 18 NM. Above 3500 FT the LOC and associated DME is usable to 35 degrees either side of centreline from 17 NM.
ILS/GP	IHWD	334.850 MHz	HO	531032.83N 0025902.39W	-	3.5° ILS Ref Datum Hgt 42 FT.
ILS/LOC I 0.22°E (2027)	IHDN	110.350 MHz	HO	531011.58N 0025922.44W	-	(RWY 22) LOC off-course clearance: It should be noted that false capture may occur in the sector 26 to 30 left of centre-line with certain types of aircraft navigation receiver. 22 ILS has an infringement of the transitional surface by hangar ENE of the runway threshold.
ILS/GP	IHDN	334.850 MHz	HO	531054.58N 0025830.94W	-	3° ILS Ref Datum Hgt 52 FT.
DME	IHWD	40Y 110.350 MHz	HO	531033.11N 0025902.47W	42 FT	(RWY 04) On AD. Freq paired with ILS I-HWD. Zero range to THR of Runway 04. Due to terrain effects DME unusable below 4500 FT in sector 240 to 270 MAG, in excess of 15 NM.
DME	IHDN	40Y 110.350 MHz	HO	531054.84N 0025831.79W	32 FT	(RWY 22) On AD. Freq paired with ILS I-HDN. Zero range to THR of Runway 22. Due to terrain effects DME unusable below 4500 FT in sector 240 to 270 MAG, in excess of 15 NM.
NDB (L) 0.22°E (2027)	HAW	340.000 kHz	HO	531045.00N 0025846.35W	-	On AD. Range 25 NM.

EGNR AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Not available to non-radio equipped aircraft.
b) High visibility clothing to be worn on all aprons.
c) Marshalling is mandatory on all aprons.
d) Due to the nature of the operation and high risk of turbulence from factory buildings Hawarden AD is not available to any aircraft with a MTOW of less than 450 KG, or to gliders, motor-gliders, flex-wing microlights and gyrocopters.
e) Tail-wheel type aircraft (tail-draggers) are not permitted unless the pilot-in-command has at least 200 hours on type.
f) APU and/or engine running not permitted outside operational hours of ATC/RFFS.

2 GROUND MOVEMENT

a) The visibility of Aprons N and C from the ATC Control Tower is restricted. Aircraft may be issued with conditional clearances concerning other aircraft movements. Aircraft movements and engine running on these aprons are subject to ATC approval.
b) The area west of Taxiway D is defined as Apron A. All aircraft operations are subject to ATC clearance on Apron A.

3 CAT II/III OPERATIONS

a) CAT II/III Operations not available.

b) **Low Visibility Procedures (LVPs)**

i. LVPs in force when visibility 1639 M or less;
ii. Visibility 800 M or less - operations restricted to one aircraft movement at a time;
iii. Visibility 400 M or less - all airfield operations cease until visibility increases above 400 M.

4 WARNINGS

a) Restricted Area EGR311, 5 NM north of the AD.
b) Complex CAS in the vicinity, including:

- Liverpool CTR, North of ATZ;
- Manchester CTA 2500 FT to 3500 FT North of Hawarden;
- PEPZE CTA 3000 FT - FL 195.

Note: *Aircraft must remain clear of CAS unless in receipt of a positive instruction to enter.*

c) The reinforcing steel within the concrete pavement of Runway 04/22 may cause compass deviation on stationary aircraft.
d) Westerly and Easterly surface winds of greater than 15 KT may lead to turbulence from factory buildings.
e) High Ground to 1848 FT AMSL between 5 NM and 10 NM Southwest of the AD.
f) Hangar infringes the southern transitional surface to Runway 04/22 by 7.94 M. It is fitted with an obstruction light.
g) Yellow centre-line guidance on turn pad 04 is for Beluga operations only. All other traffic should self-position within the confines of the turn pad provided with blue edge lighting.
h) Yellow centre-line guidance on turn pad 22 is for Beluga operations only. All other traffic should self-position and use the Take-off from intersection with Taxiways C and N as per AD 2.13.
i) Model aircraft flying site on southern boundary of ATZ (Kinnerton 530817.1N 0025829.7W). Occasional activity Mon-Sun SFC to 400 FT AGL.

5 HELICOPTER OPERATIONS

a) Helicopter FATO 'H' is available for helicopters up to 'd' value not exceeding 16 M, during daylight hours only.
b) Aiming point on Taxiway J is available ONLY for helicopters approved by the aerodrome management in accordance with locally agreed procedures.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

a) VFR and IFR training for based and non-based operators available during published operational hours. Contact ATC for details.
b) Glide approaches are not permitted to Runway 04 from right-hand circuit.
c) Traffic on left hand circuit Runway 04/right hand circuit Runway 22 will operate in close proximity to Liverpool CTR.

EGNR 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.

a) Aircraft should avoid overflying built up areas and dwellings and minimize noise nuisance as far as possible, fly neighbourly and comply with their aircraft specific noise abatement techniques.
b) Jet and multi-engine turbo-prop aircraft must not join the Final Approach Track at a height of less than 1000 FT QFE.
c) All departures, including visual circuit traffic, turning left from Runway 22 must climb straight ahead to I-HDN or I-HWD D1.5 or until passing the A55 road (Junction 36) before turning on track.
d) Helicopters are to avoid overflying the village of Broughton (1 NM southwest of the airport) and the factory buildings that are situated northwest and southeast of Runway 04/22 below 1000 FT QFE.
e) Circuit height: piston engine or single-engine turbo-prop fixed wing 1000 FT; Jet or multi-engine turbo prop aircraft 1500 FT; Helicopters 800 FT.

EGNR AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR AIRCRAFT INBOUND TO HAWARDEN FROM THE AIRWAYS SYSTEM

a) In order to provide improved ATC handling of Airways flights inbound to Hawarden, a system of Standard Inbound Routes is established. In some case these are coincident with Standard Arrival Routes (STARs) to Liverpool Airport in which case the appropriate STAR Designators will be used (See AD 2-EGGP-7).

Approach from	Via	Route	Descent Planning Information (Note)
SE	N601	LESTA - TNT - NANTI - KEGUN (EGGP LESTA 1L STAR)	FL 200 by LESTA FL 100 by NANTI
	T420	ELVOS - TNT - NANTI - KEGUN (EGGP ELVOS 1L STAR)	FL 200 by 25 NM before TNT FL 100 by NANTI
	Y53	PEDIG - NANTI - KEGUN	
S	P16	PEPZE - MONTY - GODPA - KEGUN (EGGP PEPZE 1L STAR)	FL 180 BY PEPZE
	N864	AVTIC - OSWEZ - MONTY - GODPA - KEGUN	
W	L975/UL975	LYNAS - WAL - KEGUN	FL 240 by NATKO FL 130 by ROLEX
	Q36	ABGEP - ALAVA - MALUD - WAL - KEGUN	FL 130 by ALAVA
	Q37	BAVUD - DONAX - MALUD - WAL - KEGUN	FL 130 by DONAX
NW	L10	IOM - WAL - KEGUN	FL 230 by KELLY
	Q38	MAKUX - SOSIM - PENIL - WAL - KEGUN	FL 230 by SOSIM
N	L612	CROFT - WAL - KEGUN	FL 200 10 NM before LAKEY
NE	POL	POL - WAL - KEGUN	
E	L975	DESIG - WAL - KEGUN	FL 290 by VEGUS FL 170 by UPTON

Note: *For planning purposes only, pilots within the ATS Route Structure should plan for possible descent to the levels indicated. Holding at KEGUN as published in AD 2-EGGP-7.* ***Actual descent clearance will be as directed by ATC****.*

i. **Holding**
ii. **Loss of Communications**

1. Follow the appropriate loss of communications procedures detailed at ENR 1.1.3 to KEGUN. Descend at KEGUN to leave controlled airspace and proceed to NDB(L) HAW and carry out an appropriate instrument approach procedure in accordance with the standard loss of communications procedures.

b) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
c) Circuit directions variable. Circuit heights: Fixed-wing piston 1000 FT QFE, Jet 1500 FT QFE, Helicopters 800 FT QFE.
d) Standard Terminal Arrival Routes (STAR) refer to AD 2-EGGP-7.
e) Pilots are to advise POB on first contact with ATC.

2 PROCEDURES FOR AIRCRAFT DEPARTING HAWARDEN TO JOIN THE AIRWAYS SYSTEM

All Airways departures will be issued with a standard outbound clearance referred as a REXAM 5 or WAL 4 departure as follows:

a) REXAM 5 Runway 22 — join controlled airspace on track REXAM climbing to 5000 FT ALT. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency;
b) REXAM 5 Runway 04 — after departure, immediate right turn remaining outside the Manchester CTA, join controlled airspace on track REXAM climbing to 4000 FT ALT, on crossing the WAL 167R, climb to 5000 FT. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency;
c) WAL 4 Runway 04: Turn immediately left on track WAL, climb to altitude 4000 FT. If no contact with Scottish Control, take up a right hand orbit at WAL and re-contact previous ATC agency;
d) WAL 4 Runway 22: Turn immediately right on track WAL, climb to altitude 4000 FT. If no contact with Scottish Control, take up a right hand orbit at WAL and re-contact previous ATC agency.

Note 1: *The transition altitude for this procedure is 5000 FT due to the proximity of the Manchester TMA. Aircrew should ensure that autopilots and FMC's are set accordingly.*

Note 2: *Scottish Control Frequency 128.055 MHz.*

3 RADIO MANDATORY ZONE (RMZ)

For flight within the RMZ aircraft commanders must comply with one of the following:

a) Establish satisfactory two-way RTF communication with and pass pertinent flight details to Hawarden Radar (120.055 MHz) prior to entering the RMZ. Maintain two-way communication with Hawarden Radar whilst operating inside the RMZ, unless otherwise instructed.
b) Display the Hawarden Frequency Monitoring Code (FMC) (*4607) with Mode C as detailed below and in ENR 1.6 paragraph 2.6, UK SSR Code Allocation Plan, and monitor Hawarden Radar (120.055 MHz) prior to entering and whilst inside the RMZ. Pilots must maintain a listening watch and establish two-way RTF communication, if directed, whilst operating inside the RMZ.

Selection of the FMC does not imply receipt of an ATC service and pilots remain responsible for navigation, separation, terrain clearance, and are expected to remain outside of Controlled Airspace at all times.

When a pilot leaves the RMZ they should deselect the FMC.

c) Non-radio aircraft should contact Hawarden ATC by telephone (01244-522012), SMS text (07786-208291) or email (atcopshawarden@airbus.com) prior to commencing any planned flight that will enter or cross the RMZ, supplying aircraft registration, type, estimates and points of entry/exit, planned altitudes and duration/activity in the RMZ (if applicable). On receipt of this information an acknowledgement will be issued by ATC Hawarden.
d) Conduct flight in accordance with valid Letter of Agreement with Hawarden ATC.

4 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Hawarden RMZ within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Hawarden Radar frequency, 120.055 MHz, are encouraged to select SSR code 4607.

531714N	0031104W	–	531427N	0030140W	-
530626N	0024349W	–	530314N	0024935W	-
525503N	0030414W	–	525508N	0030932W	-
530209N	0031953W	–	531020N	0032115W	-

531525N 0031346W – 531714N 0031104W.

b) Selection of 4607 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 Hawarden RMZ at all times.
c) Whilst squawking 4607, pilots should be aware that Hawarden 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 4607 shall be deselected.

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.

EGNR AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNR-2-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNR-5-1
INSTRUMENT APPROACH CHART OFFSET ILS/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO
AD 2.EGNR-8-1
INSTRUMENT APPROACH CHART OFFSET LOC/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO
AD 2.EGNR-8-2
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 04 (CAT A,B,C) - ICAO
AD 2.EGNR-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 04 (CAT A,B,C) - ICAO
AD 2.EGNR-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO
AD 2.EGNR-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO
AD 2.EGNR-8-6
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 22 (CAT A,B,C) - ICAO
AD 2.EGNR-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 22 (CAT A,B,C) - ICAO
AD 2.EGNR-8-8

EGNR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(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	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.

EGNJ AD 2.13 DECLARED DISTANCES

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

EGNJ AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGNJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGNJ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	Heliport Helicopter Stands: H9, H10 and H11 - Up to AW139. H12 - Up to MD900. Southern Apron: H6, H7 and H8 - Up to AW139. Main Apron: H1N and H1S - Up to AW139. SAR Apron: HS1 and HS2 - Up to S92.

EGNJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
HUMBERSIDE ATZ A circle, 2.5 NM radius, centred at 533424N 0002105W on longest notified runway (02/20)	Upper limit: 2121 FT ALT Lower limit: SFC	G	HUMBERSIDE RADAR English	3000 FT	0620-2115 (0510-2015).	Humberside ATC are operating on reduced staffing, operating hours are amended weekly by NOTAM. SAR operations may occur H24, including outside of the operating hours of the aerodrome and ATZ. Pilots are recommended to make a blind call on the Humberside Tower channel 124.905 when the aerodrome is published closed and they are transiting through or close to the ATZ. ATZ 2000 FT AAL.

EGNJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	HUMBERSIDE APPROACH	119.130 DOC 50 NM/ 25,000 FT.	-	-	0620-2115 (0510-2015).	-
TWR	HUMBERSIDE TOWER	119.130 DOC 50 NM/ 25,000 FT.	-	-	As directed by ATC.	-
		124.905 DOC 25 NM/4,000 FT.	-	-	0620-2115 (0510-2015).	
RADAR	HUMBERSIDE RADAR	119.130	-	-	0620-2115 (0510-2015).	LARS is provided coincident with Approach hours.
		129.255 DOC 40 NM/ 20,000 FT.	-	-	As directed by ATC.	
ATIS	HUMBERSIDE INFORMATION	124.130 DOC 60 NM/ 20,000 FT.	-	-	0620-2115 (0510-2015).	-

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

EGNJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

EGNJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

a) Humberside 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 RVR is 1000 M and falling.
c) Pilots will be informed when LVP are in operation by ATIS or by RTF.
d) Runway Departure Restriction: See paragraph 6 (f) below.

4 WARNINGS

a) Light aircraft are warned of the possible effect of wake turbulence by preceding helicopters on approach or departure.

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

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

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

7 TRAINING

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

EGNJ AD 2.21 NOISE ABATEMENT PROCEDURES

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

EGNJ AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT APPROACH PROCEDURES

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

2 UK FIS

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

3 DEPARTURES JOINING THE AIRWAY SYSTEM

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

4 VISUAL REFERENCE POINTS (VRP)

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

EGNJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNJ-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNJ-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNJ-5-1
INSTRUMENT APPROACH CHART RNP RWY 02 - ICAO
AD 2.EGNJ-8-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 02 - ICAO
AD 2.EGNJ-8-2
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 20 - ICAO
AD 2.EGNJ-8-3
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 20 - ICAO
AD 2.EGNJ-8-4
INSTRUMENT APPROACH CHART RNP RWY 20 - ICAO
AD 2.EGNJ-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 - ICAO
AD 2.EGNJ-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES RNP RWY 02
AD 2.EGNJ-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES RNP RWY 20
AD 2.EGNJ-8-8

EGNJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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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-Fri 0645-2145 (0530-2145); Sat 0645-2100 (0530-2145); Sun 0645-2145 (0530-2145).
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-Fri 0645-2145 (0530-2145); Sat 0645-2100 (0530-2145); Sun 0645-2145 (0530-2145).
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	On site aircraft recovery available for light aircraft depending on requirements, third party recovery available for larger aircraft by arrangement.
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

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**
(EGPE8281)	ANEMOMETER	573221.27N 0040306.48W	62 FT	36 FT	Yes Red	-
(EGPE7896)	TREE	573211.58N 0040512.16W	180 FT	62 FT	No	-
(EGPE7894)	TREE	573209.52N 0040507.71W	162 FT	56 FT	No	-
(EGPE7897)	TREE	573208.04N 0040510.82W	165 FT	53 FT	No	-
(EGPE7908)	TREE	573206.70N 0040533.84W	191 FT	55 FT	No	-
(EGPE5206)	PYLON	573144.98N 0035754.82W	271 FT	81 FT	No	-
(EGPE5205)	PYLON	573139.65N 0035810.40W	302 FT	90 FT	No	-
(EGPE7919)	TREE	573025.57N 0035801.84W	660 FT	175 FT	No	-
(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 (133.730) 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

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
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
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	-	-

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	Five crossbars. LED 900 M Light intensity high	Green with green wingbars LED	PAPI Left/3° 57 FT 348 M	-	-	Final 600 M yellow All RWY edge lighting is LED. White Light intensity high	LED Red	-	-

EGPE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 573221.27N 0040306.48W (LGTD), 573242.82N 0040219.56W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line from Runway 05/23 centre-line to SAR Apron. Green centre-line from Hold F, through north apron and taxiway to south apron. EDGE: Blue edge lights from Runway 05 to Runway 11 threshold.
4	Secondary power supply/switch-over time	Yes. Using local sub-station / 1 second during LVPs.
5	Remarks	-

EGPE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF 5: 573226.38N 0040234.42W, 171.9 FT TLOF 6: 573226.84N 0040233.44W, 171.9 FT
2	TLOF and/or FATO elevation	TLOF 5: 26.0 FT TLOF 6: 25.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGPE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
INVERNESS ATZ A circle, 2.5 NM radius, centred at 573233N 0040251W on longest notified runway (05/23)	Upper limit: 2031 FT ALT Lower limit: SFC	G	INVERNESS RADAR English	3000 FT	Mon-Fri 0645-2145 (0530-2145); Sat 0645-2100 (0530-2145); Sun 0645-2145 (0530-2145).	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-Fri 0645-2145 (0530-2145); Sat 0645-2100 (0530-2145); Sun 0645-2145 (0530-2145).	VDF 573226.14N 0040249.88W Northwest of ATC.
RADAR	INVERNESS RADAR	122.605 DOC 40 NM/ 15,000 FT.	-	-	Mon-Fri 0645-2145 (0530-2145); Sat 0645-2100 (0530-2145); Sun 0645-2145 (0530-2145).	VDF 573226.14N 0040249.88W Northwest of ATC.
ATIS	INVERNESS INFORMATION	133.730	-	-	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.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 0.72°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.
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

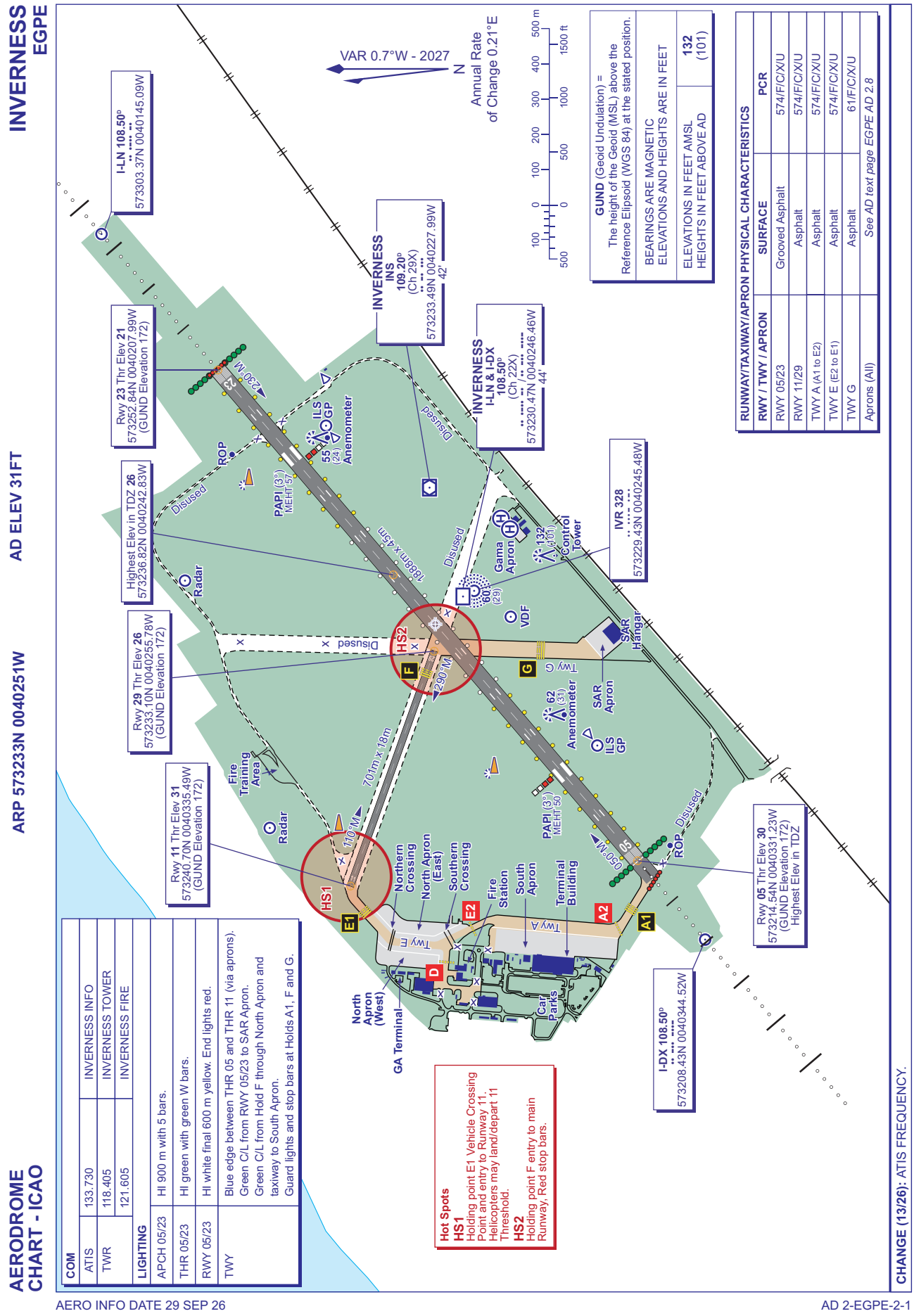
AERODROME CHART - ICAO
AD 2.EGPE-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGPE-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPE-5-1
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-1
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-2
INSTRUMENT 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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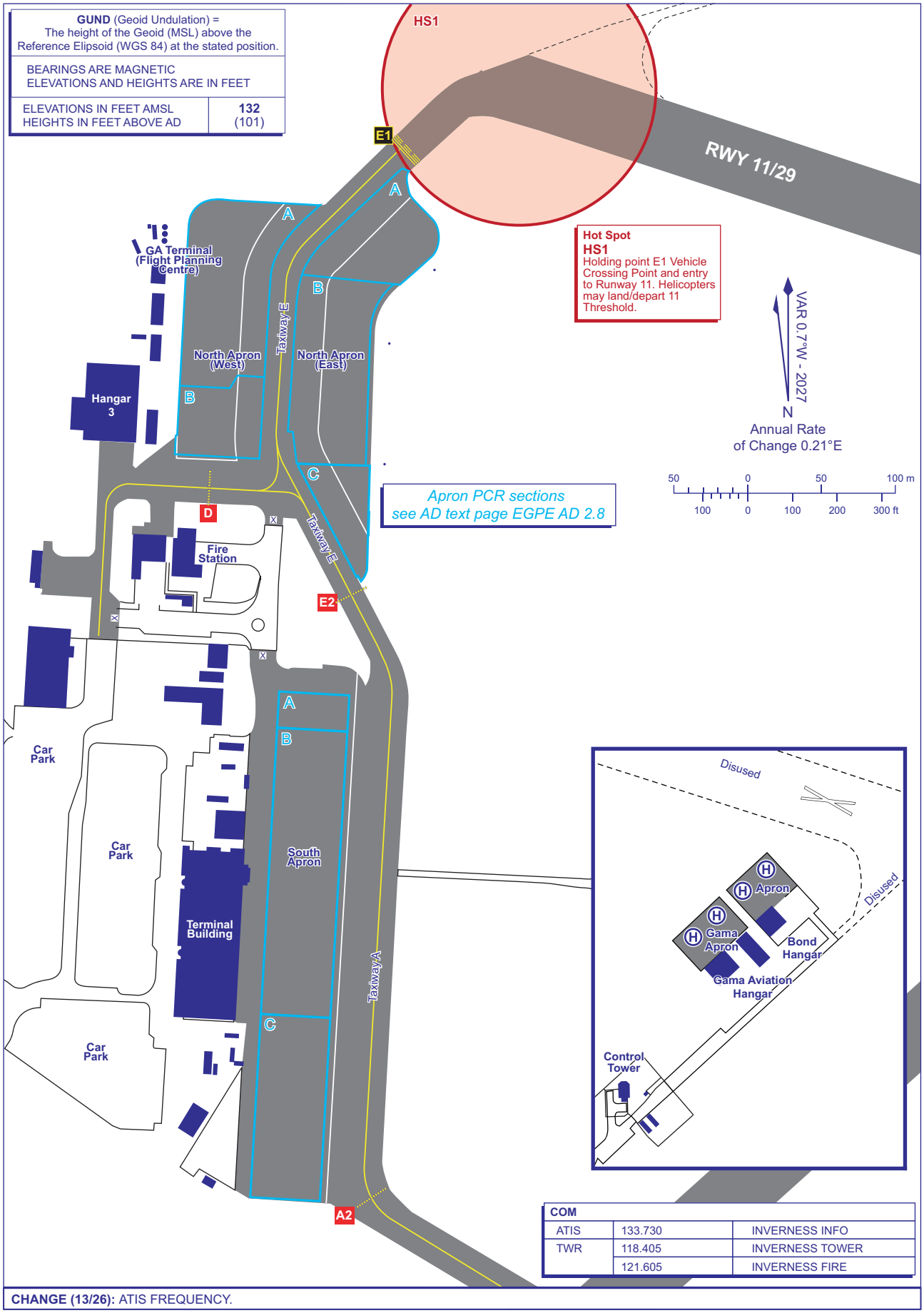

INVERNESS
EGPE
AERODROME CHART - ICAO
ARP 573233N 0040251W
AD ELEV 31FT
VAR 0.7°W - 2027
Annual Rate of Change 0.21°E
I-LN 108.50°
573303.37N 0040145.09W
Rwy 23 Thr Elev 21
573252.84N 0040207.99W
(GUND Elevation 172)
Highest Elev in TDZ 26
573236.82N 0040242.83W
Rwy 29 Thr Elev 26
573233.10N 0040255.78W
(GUND Elevation 172)
Rwy 11 Thr Elev 31
573240.70N 0040335.49W
(GUND Elevation 172)
INVERNESS
INS
109.20°
(Ch 29X)
573233.49N 0040227.99W
42'
INVERNESS
I-LN & I-DX
108.50°
(Ch 22X)
573230.47N 0040246.46W
44'
IVR 328
573229.43N 0040245.48W
Rwy 05 Thr Elev 30
573214.54N 0040331.23W
(GUND Elevation 172)
Highest Elev in TDZ
I-DX 108.50°
573208.43N 0040344.52W
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL 132 (101)
HEIGHTS IN FEET ABOVE AD
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
RWY / TWY / APRON | SURFACE | PCR
RWY 05/23 | Grooved Asphalt | 574/F/C/X/U
RWY 11/29 | Asphalt | 574/F/C/X/U
TWY A (A1 to E2) | Asphalt | 574/F/C/X/U
TWY E (E2 to E1) | Asphalt | 574/F/C/X/U
TWY G | Asphalt | 61/F/C/X/U
Aprons (All) | See AD text page EGPE AD 2.8
COM
ATIS 133.730 INVERNESS INFO
TWR 118.405 INVERNESS TOWER
121.605 INVERNESS FIRE
LIGHTING
APCH 05/23 HI 900 m with 5 bars.
THR 05/23 HI green with green W bars.
RWY 05/23 HI white final 600 m yellow. End lights red.
TWY Blue edge between THR 05 and THR 11 (via aprons). Green C/L from RWY 05/23 to SAR Apron. Green C/L from Hold F through North Apron and taxiway to South Apron. Guard lights and stop bars at Holds A1, F and G.
Hot Spots
HS1 Holding point E1 Vehicle Crossing Point and entry to Runway 11. Helicopters may land/depart 11 Threshold.
HS2 Holding point F entry to main Runway, Red stop bars.
CHANGE (13/26): ATIS FREQUENCY.
Disused
ROP
ILS GP
Anemometer
PAPI (3°) MEHT 57
PAPI (3°) MEHT 50
Radar
Fire Training Area
Gama Apron
Control Tower
VDF
SAR Hangar
SAR Apron
Northern Crossing
North Apron (East)
Southern Crossing
Fire Station
South Apron
Terminal Building
North Apron (West)
GA Terminal
Car Parks
HS1
HS2
E1
E2
A1
A2
D
F
G
Twy A
Twy E
Twy G
1880m x 45m
2290 M
2290 M
1110 M
2050 M
70.1m x 18m

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 573233N 0040251W

AD ELEV 31FT

INVERNESS
EGPE



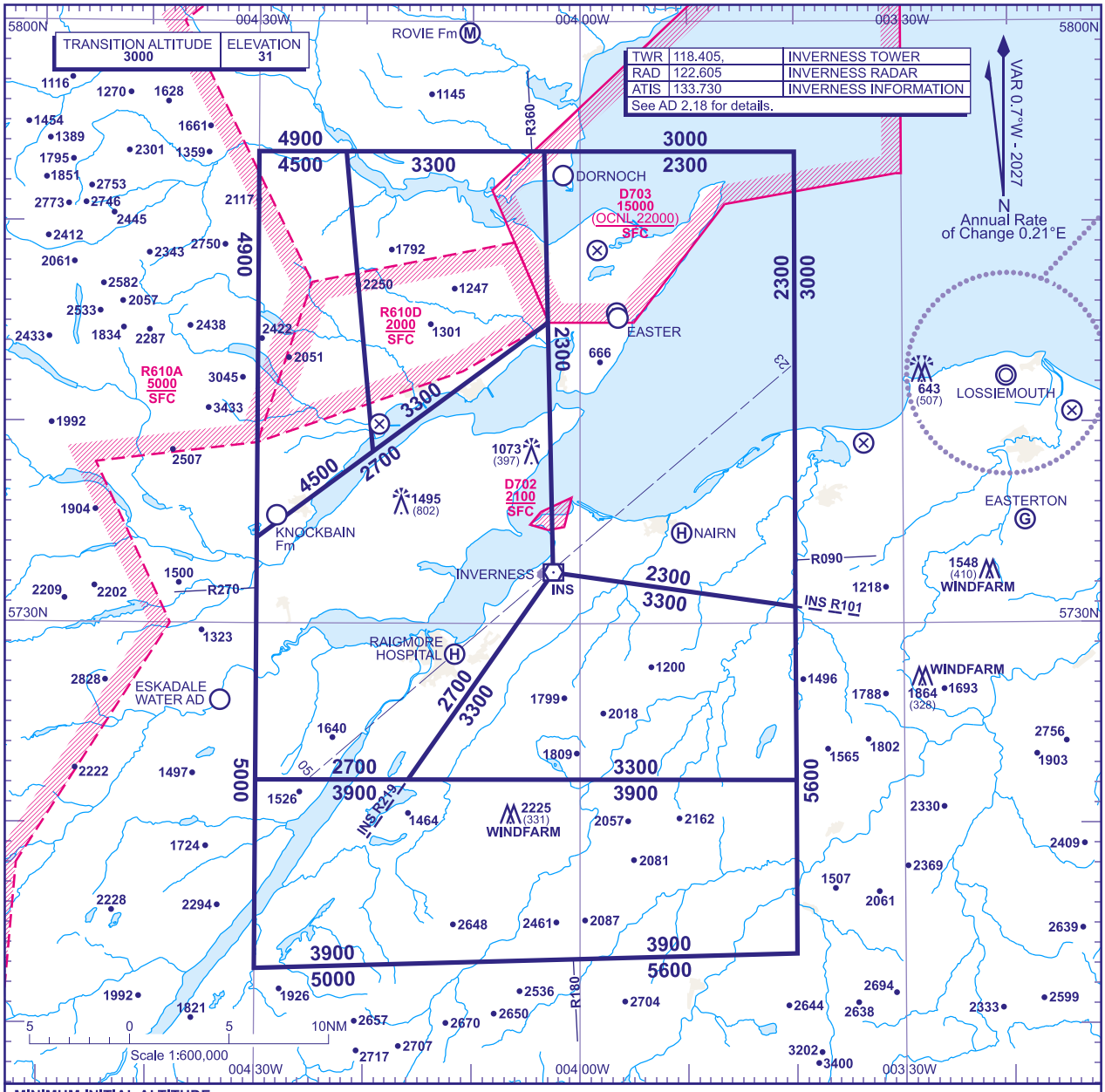
CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 30 SEP 26

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2232
HEIGHTS IN FEET AGL (331)

INVERNESS



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:
a) **2300** in the sector defined by the lateral limits; 575332N 0040321W - 575330N 0034000W - 573050N 0034003W - 573233N 0040230W - 575332N 0040321W.
b) **2700** in the sector defined by the lateral limits; 573416N 0043000W - 574500N 0040300W - 573233N 0040230W - 572213N 0041554W - 572211N 0043000W - 573416N 0043000W.
c) **3300** in the sector defined by the lateral limits; 573233N 0040230W - 573050N 0034003W - 572211N 0034000W - 572213N 0041554W - 573233N 0040230W.
d) **3300** in the sector defined by the lateral limits; 575331N 0042150W - 575332N 0040321W - 574500N 0040300W - 573834N 0041915W - 575331N 0042150W.
e) **3900** in the sector defined by the lateral limits; 572211N 0043000W - 572211N 0034000W - 571332N 0034000W - 571247N 0043000W - 572211N 0043000W.
f) **4500** in the sector defined by the lateral limits; 575330N 0043000W - 575331N 0042150W - 573834N 0041915W - 573416N 0043000W - 575330N 0043000W.

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 **5600**, or last assigned level if higher, to **VOR INS**†.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **VOR INS**†.
†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.

CHANGE (13/26): ATIS FREQUENCY REVISED.

AERO INFO DATE 30 SEP 26

AD 2-EGPE-5-1

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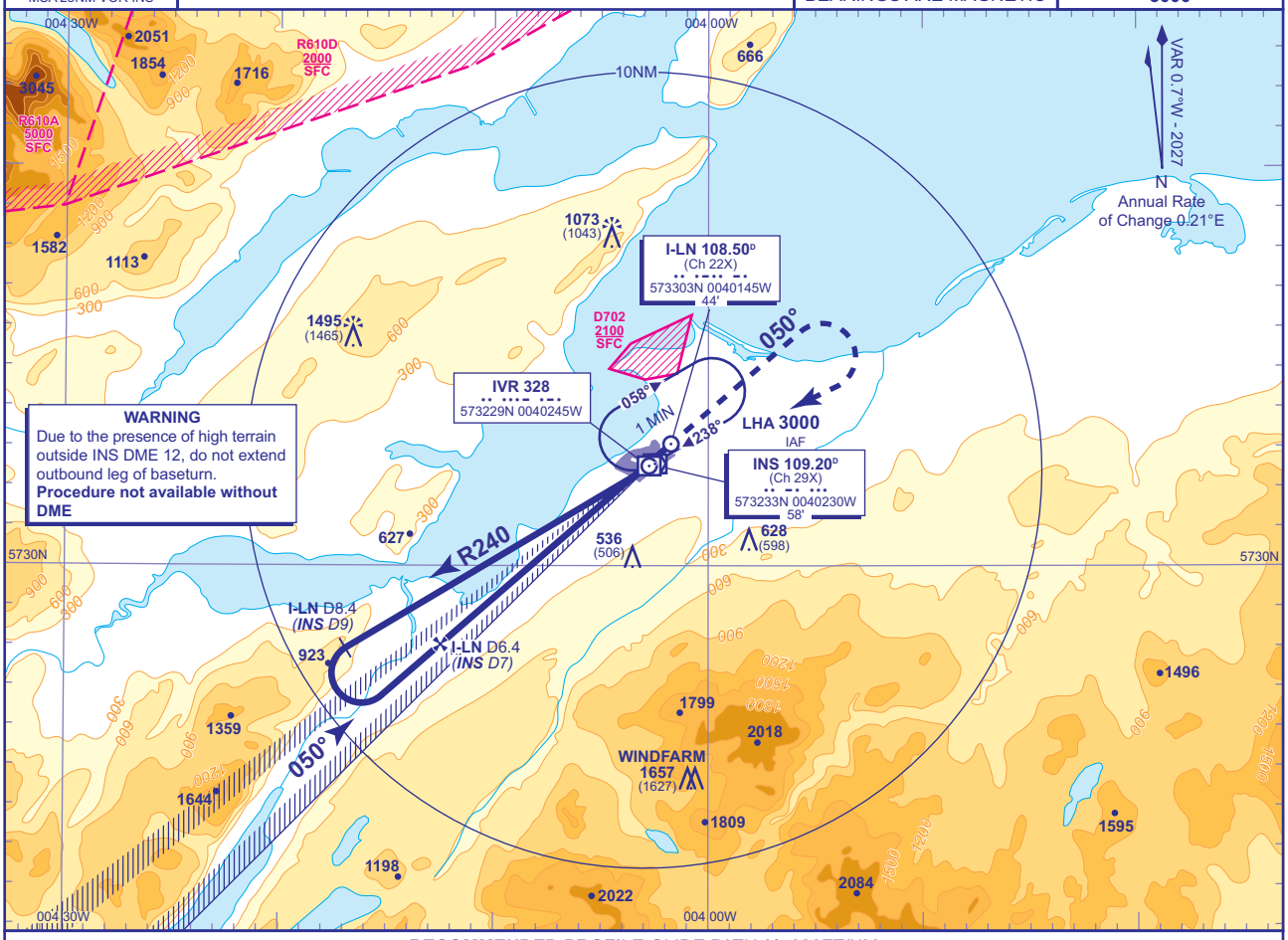
INSTRUMENT APPROACH CHART - ICAO

INVERNESS ILS/DME/VOR RWY 05

(ACFT CAT A,B)

MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION	1495 AMSL (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000

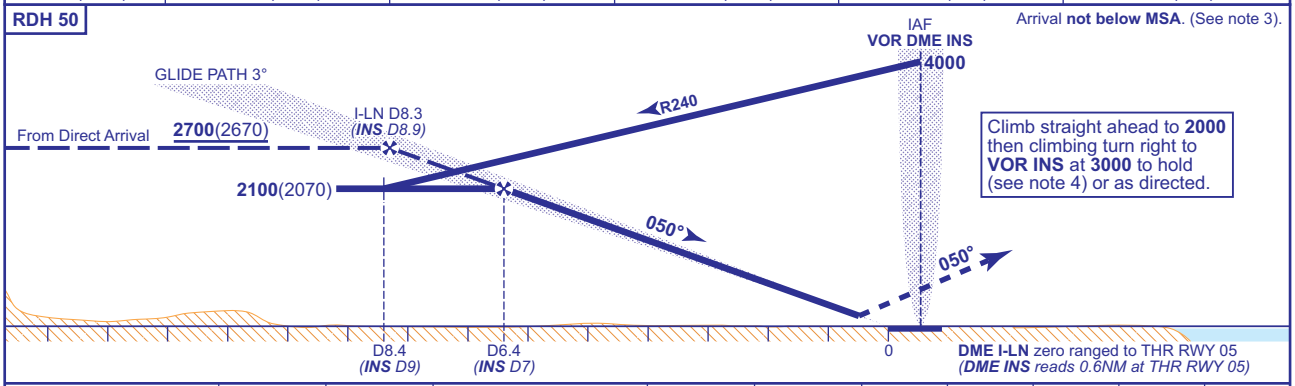


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-LN	5	4	3	2	1
ALT(HGT)	1680(1650)	1360(1330)	1040(1010)	720(690)	400(370)

RDH 50

Arrival **not below MSA**. (See note 3).



Aircraft Category		A	B
OCA (OCH)	CAT I	190(160)	199(169)
VM(C)OCA (OCH AAL)	Total Area	720(689)	840(809)
	North of RWY 05/23	720(689)	770(739)

Rate of descent	G/S KT	140	120	100	80
	FT/MIN	750	640	530	430

NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-7. Intermediate segment at **2700**(2670) from direct arrival to FAP shown as dotted line on profile.

CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 28 SEP 26

AD 2-EGPE-8-1

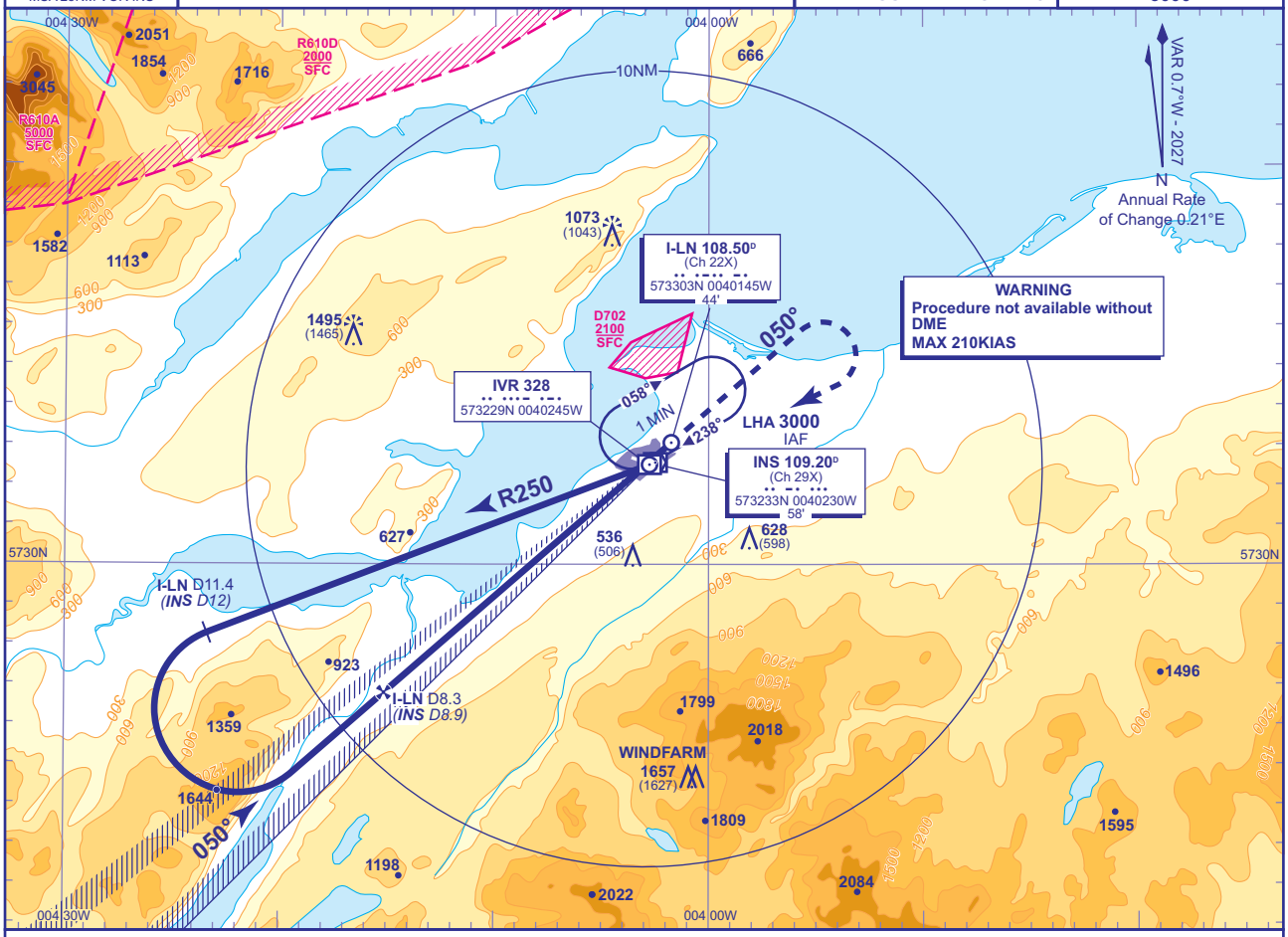
INSTRUMENT APPROACH CHART - ICAO

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



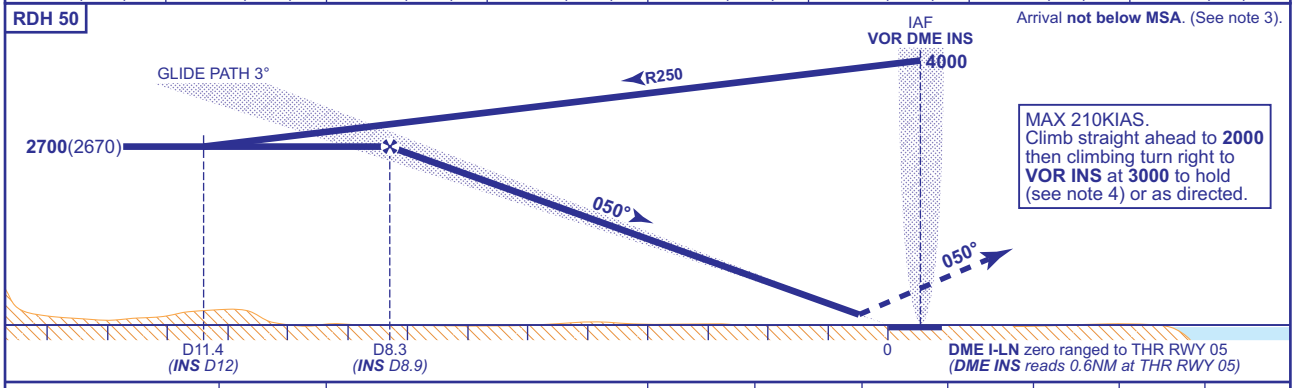
MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION	**1495 AMSL** (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-LN	7	6	5	4	3	2	1
ALT(HGT)	**2320**(2290)	**2000**(1970)	**1680**(1650)	**1360**(1330)	**1040**(1010)	**720**(690)	**400**(370)



Aircraft Category		C
OCA (OCH)	CAT I	**209**(179)
VM(C)OCA (OCH AAL)	Total Area	**1400**(1369)
	North of RWY 05/23	**1100**(1069)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

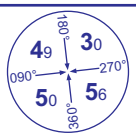
NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-8.

CHANGE (13/26): ATIS FREQUENCY.

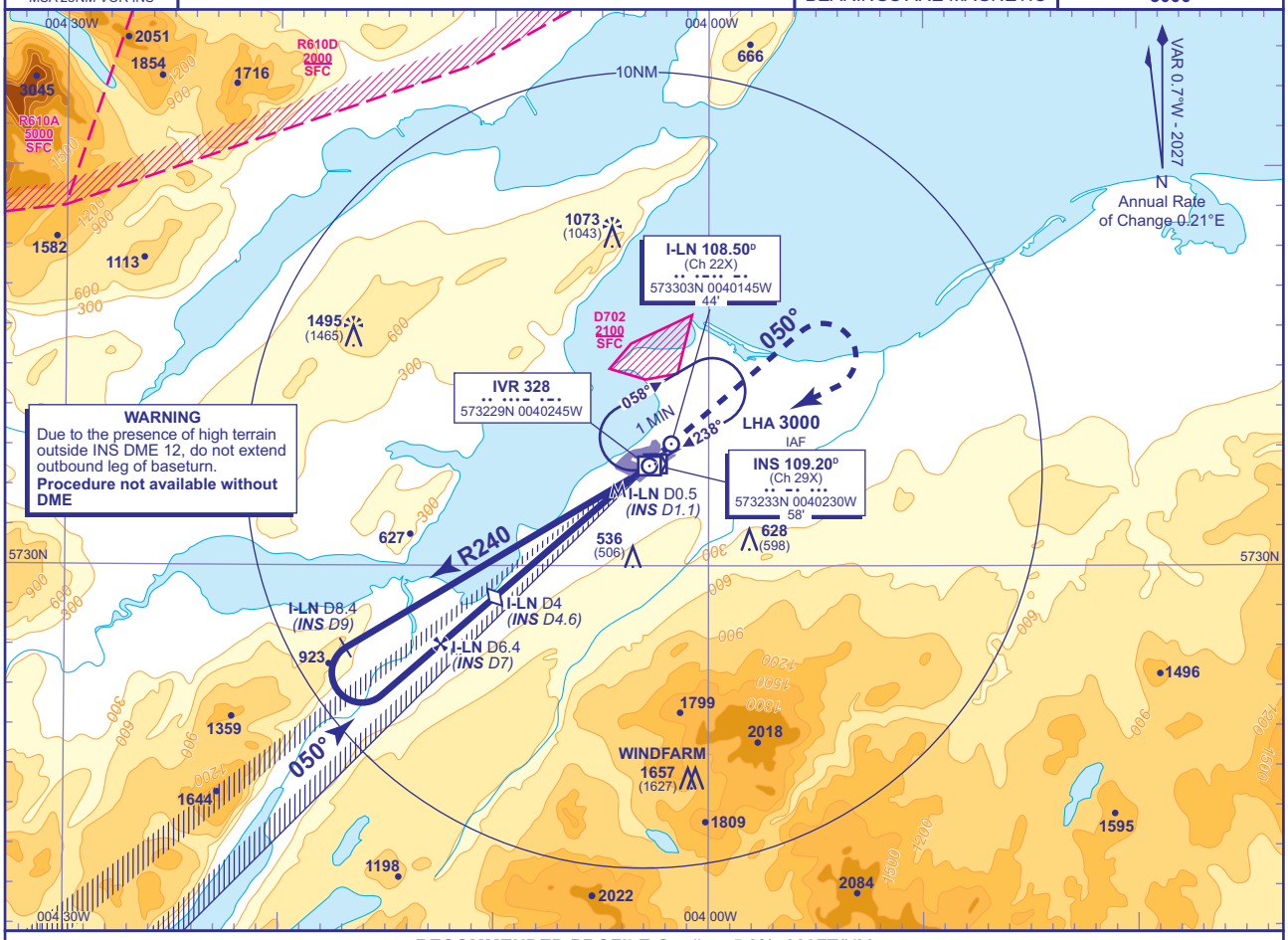
AERO INFO DATE 28 SEP 26 AD 2-EGPE-8-2

INSTRUMENT APPROACH CHART - ICAO

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

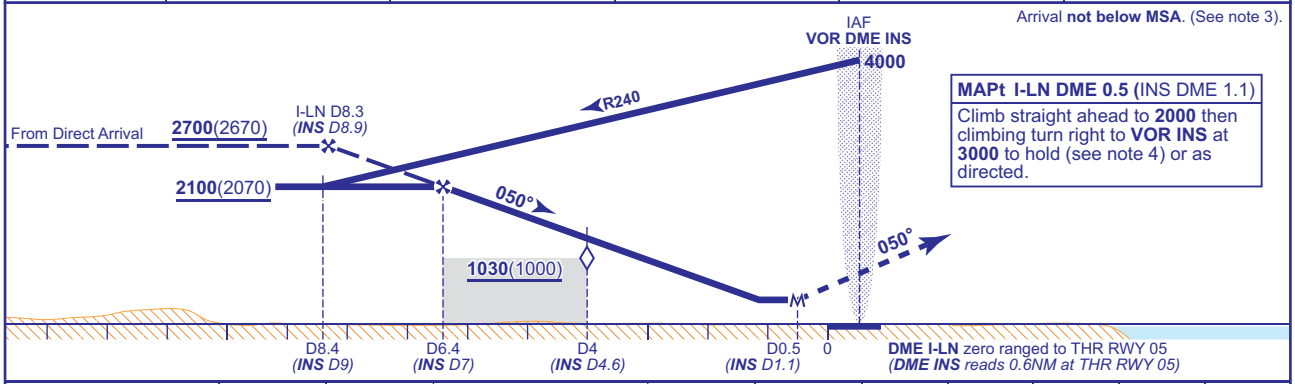


TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION 1495 AMSL (1465) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-LN	5	4 (SDF)	3	2	1
ALT(HGT)	1680(1650)	1360(1330)	1040(1010)	720(690)	400(370)



MAPt I-LN DME 0.5 (INS DME 1.1)
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

Aircraft Category		A	B
OCA (OCH)	Procedure	420(390)	420(390)
VM(C)OCA (OCH AAL)	Total Area	720(689)	840(809)
	North of RWY 05/23	720(689)	770(739)

Rate of descent	G/S KT	140	120	100	80
	FT/MIN	750	640	530	430

NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-7. Intermediate segment at **2700**(2670) from direct arrival to FAP shown as dotted line on profile.

CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 28 SEP 26

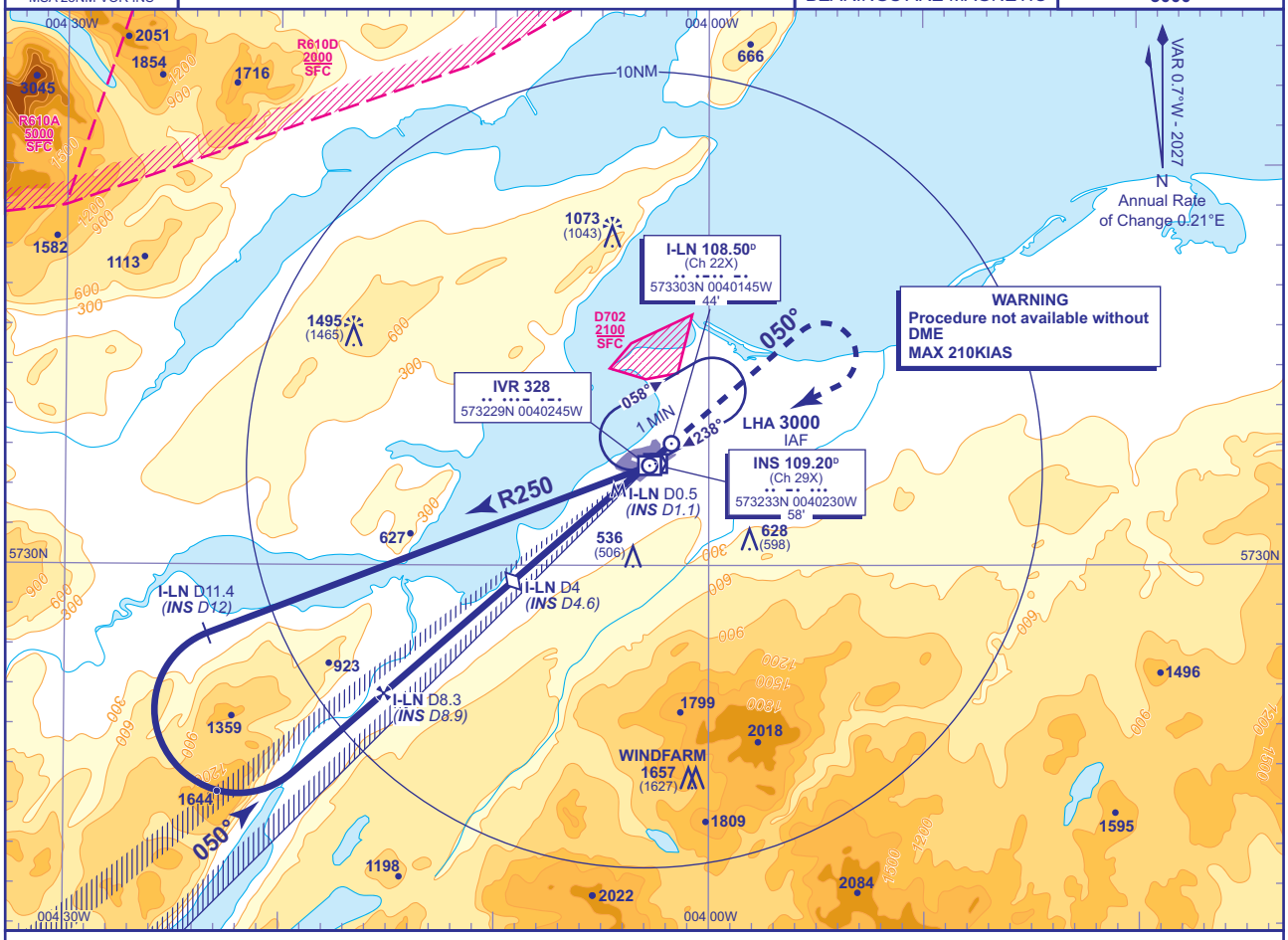
AD 2-EGPE-8-3

INSTRUMENT APPROACH CHART - ICAO

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

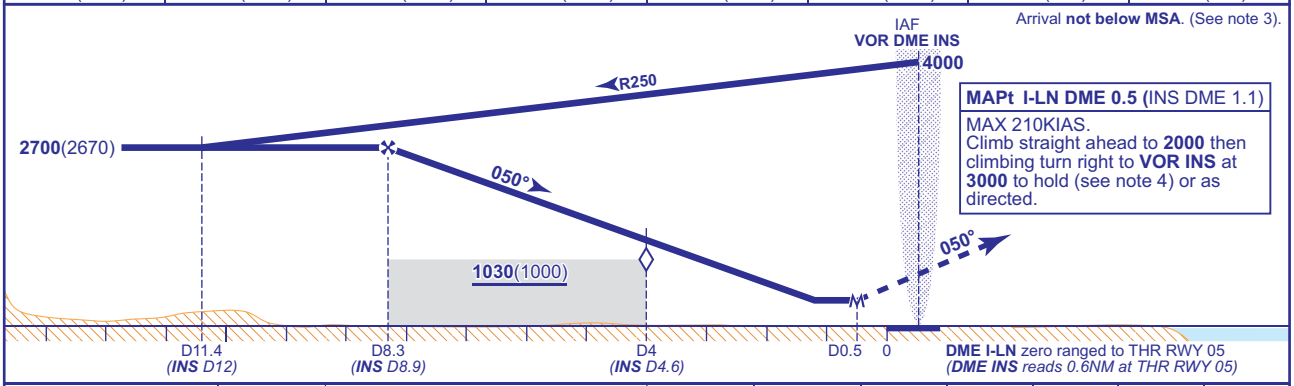
MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-LN	7	6	5	4 (SDF)	3	2	1
ALT(HGT)	**2320**(2290)	**2000**(1970)	**1680**(1650)	**1360**(1330)	**1040**(1010)	**720**(690)	**400**(370)



Arrival **not below MSA**. (See note 3).

MAPt I-LN DME 0.5 (INS DME 1.1)
MAX 210KIAS.
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

DME I-LN zero ranged to THR RWY 05
(***DME INS*** *reads 0.6NM at THR RWY 05*)

Aircraft Category		C
OCA (OCH)	Procedure	**420**(390)
VM(C)OCA (OCH AAL)	Total Area	**1400**(1369)
	North of RWY 05/23	**1100**(1069)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

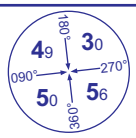
NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-4.

CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 28 SEP 26 AD 2-EGPE-8-4

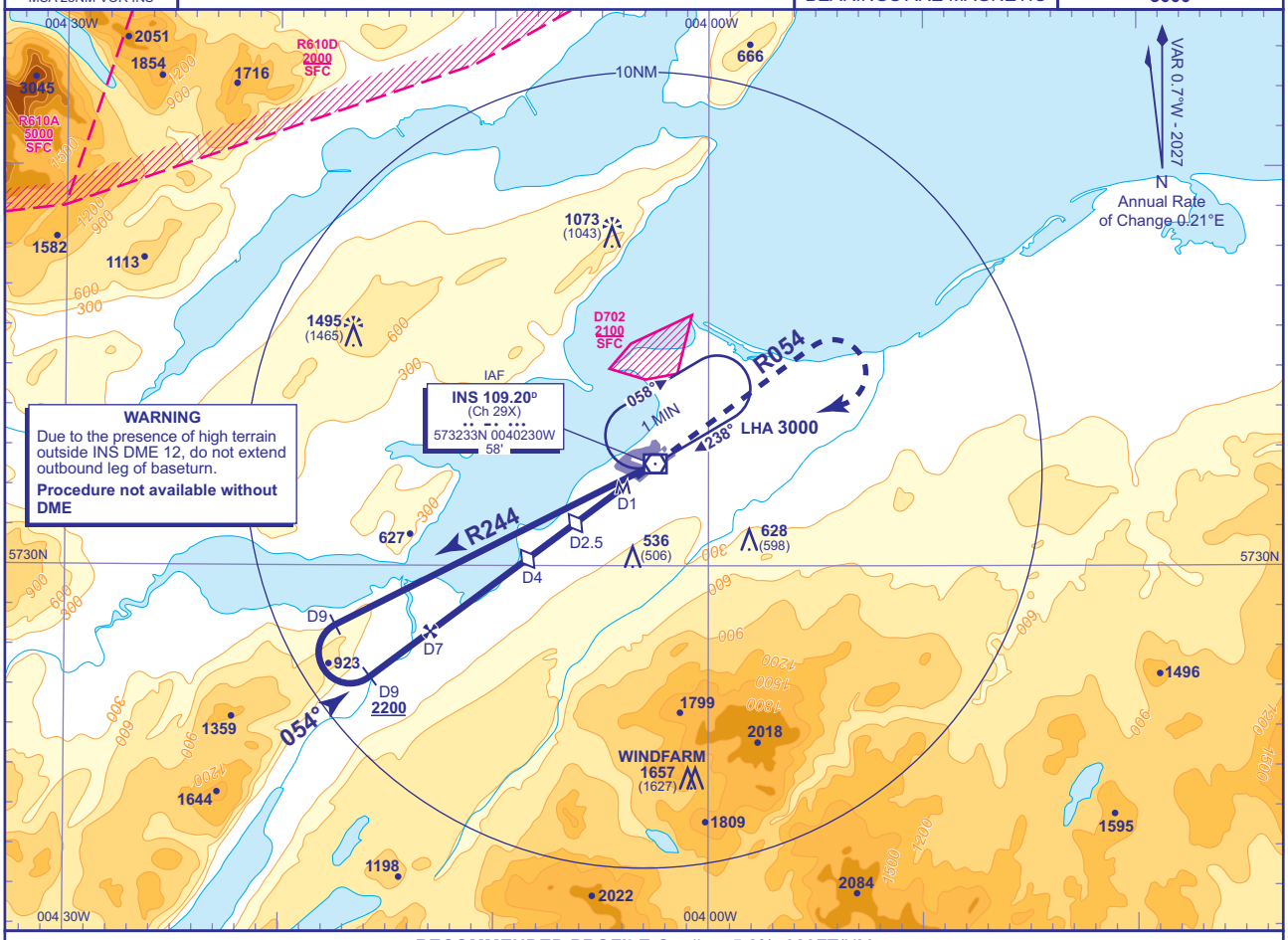
INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM VOR INS

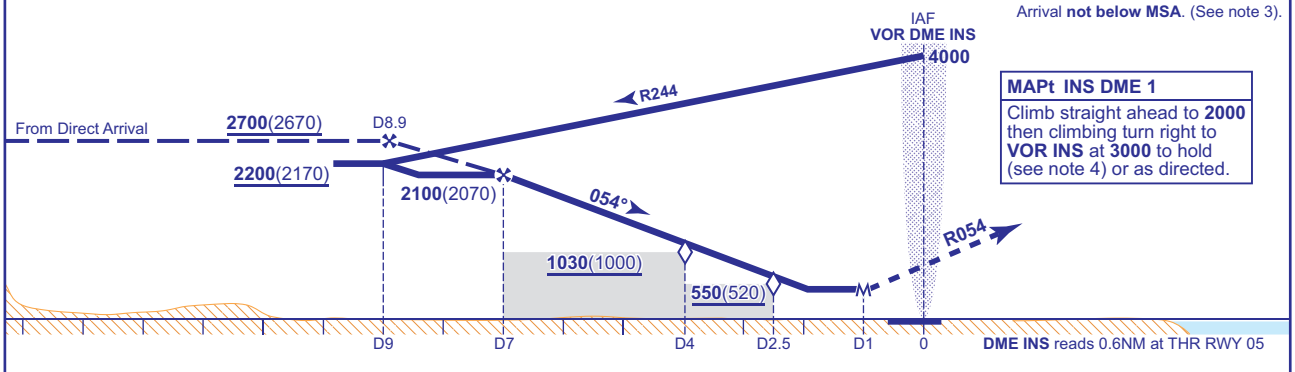
TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION	1495 AMSL (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME INS	6	5	4 (SDF)	3	2.5 (SDF)	2
ALT(HGT)	1780(1750)	1460(1430)	1140(1110)	820(790)	660(630)	500(470)

Arrival **not below MSA**. (See note 3).



MAPt INS DME 1
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

Aircraft Category		A	B
OCA (OCH)	Procedure	480(450)	480(450)
VM(C)OCA (OCH AAL)	Total Area	720(689)	840(809)
	North of RWY 05/23	720(689)	770(739)

Rate of descent	G/S KT	140	120	100	80
	FT/MIN	750	640	530	430

NOTE 1 FAT offset 4° north of RWY 05 C/L.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-9. Intermediate segment at **2700**(2670) from direct arrival to FAP shown as dotted line on profile.

CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 28 SEP 26

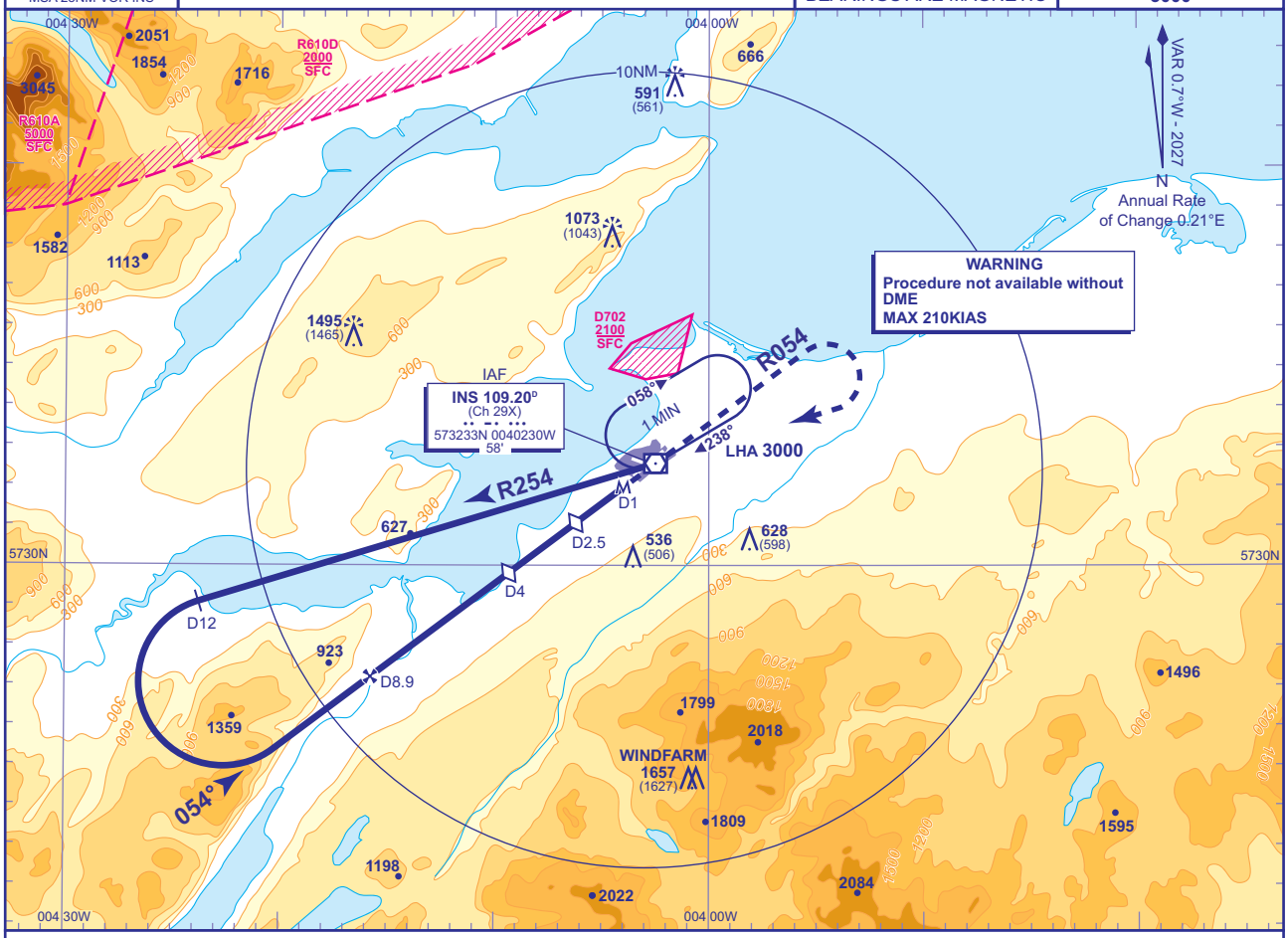
AD 2-EGPE-8-5

INSTRUMENT APPROACH CHART - ICAO

INVERNESS VOR/DME RWY 05
(ACFT CAT C)

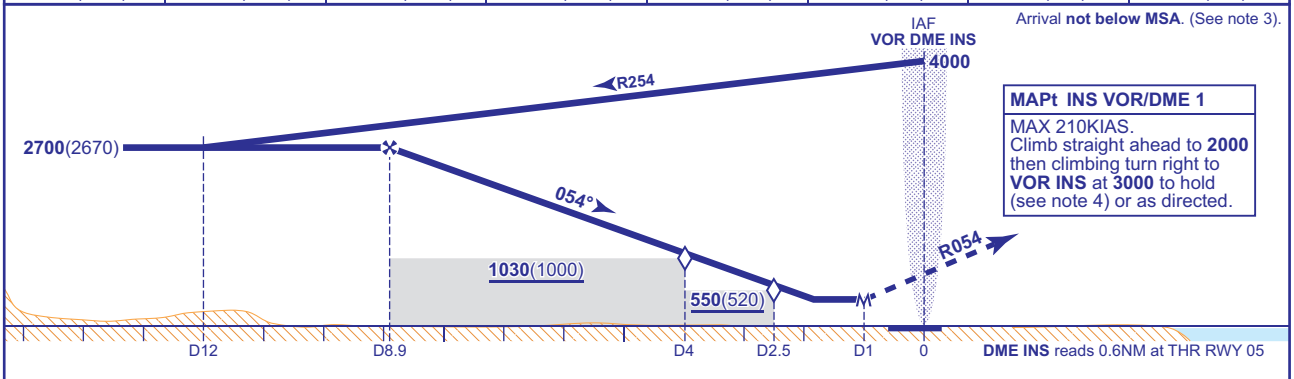
MSA 25NM VOR INS

TWR	118.405	NVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION	**1495 AMSL** (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME INS	7	6	5	4 **(SDF)**	3	2.5 **(SDF)**	2
ALT(HGT)	**2100**(2070)	**1780**(1750)	**1460**(1430)	**1140**(1110)	**820**(790)	**660**(630)	**500**(470)



Arrival **not below MSA**. (See note 3).

MAPt INS VOR/DME 1
MAX 210KIAS.
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

Aircraft Category		**C**
OCA (OCH)	**Procedure**	**480**(450)
VM(C)OCA (OCH AAL)	**Total Area**	**1400**(1369)
	North of RWY 05/23	**1100**(1069)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	750	640	530	430

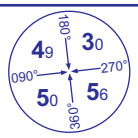
NOTE 1 FAT offset 4° north of RWY 05C/L.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-6.

CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 28 SEP 26 AD 2-EGPE-8-6

INSTRUMENT APPROACH CHART - ICAO

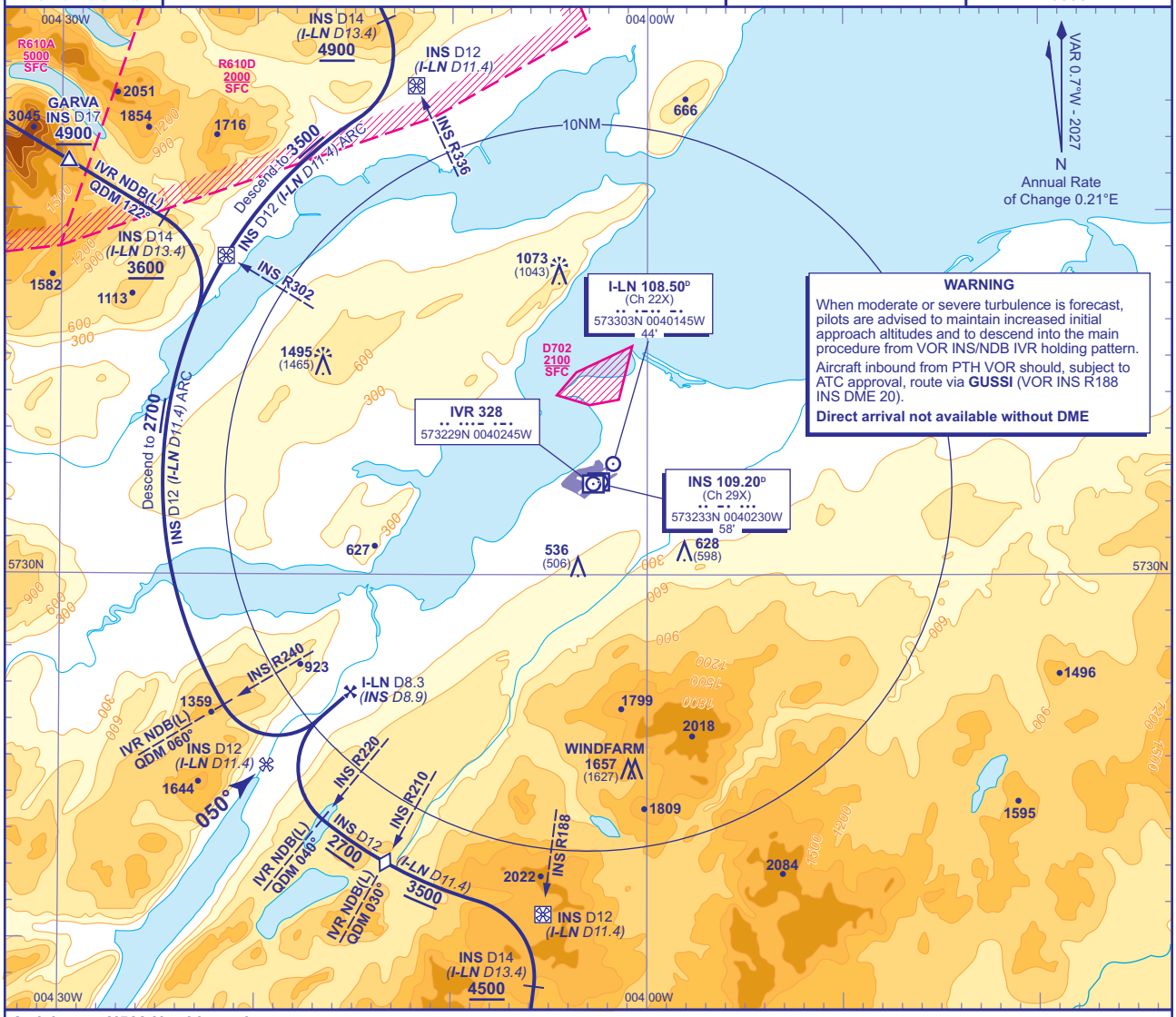
INVERNESS
Direct Arrivals
ILS/LOC/DME
RWY 05
(ACFT CAT A,B)



MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
3000



Arriving on N560 Northbound
Arrival from the south on VOR INS R188 (QDM 008°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**, and after passing **GUSSI** (INS DME 20) descend **not below 4500**. From INS DME 14 (I-LN DME 13.4) turn left to establish on INS DME 12 (I-LN DME 11.4) arc clockwise. When established, descend along the arc **not below 3500**. After crossing step down VOR INS R210 (IVR NDB(L) QDM 030°), continue descent to **2700**(2670), then from lead VOR INS R220 (IVR NDB(L) QDM 040°) turn right onto localizer. From FAF I-LN DME 8.3 (INS DME 8.9) at **2700**(2670), continue with ILS/LOC/DME final approach.

Arriving on N560 Southbound
Arrival on N560 **not below 5000**. Request ATC approval for DME arc arrival when within INS DME 40. When approved, after passing **BONBY** (INS DME 23) descend **not below 4900**. Establish on INS R336 (QDM 156°) from INS DME 14 (I-LN DME 13.4) turn right to establish on INS DME 12 (I-LN DME 11.4) arc anticlockwise. When established, descend along the arc **not below 3500**. After crossing INS R302 (IVR NDB(L) QDM 122°), continue descent to **2700**(2670), then from lead VOR INS R240 (IVR NDB(L) QDM 060°) turn left onto localizer. From FAF I-LN DME 8.3 (INS DME 8.9) at **2700**(2670), continue with ILS/LOC/DME final approach.

Arriving on Y906 Southeastbound
Arrival on VOR INS R302 (IVR NDB(L) QDM 122°) **not below 5200**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 4900**, and after passing **GARVA** (INS DME 17) descend **not below 3600**. From INS DME 14 (I-LN DME 13.4) turn right to establish on INS DME 12 (I-LN DME 11.4) arc anticlockwise. When established continue descent to **2700**(2670), then from lead VOR INS R240 (IVR NDB(L) QDM 060°) turn left onto localizer. From FAF I-LN DME 8.3 (INS DME 8.9) at **2700**(2670), continue with ILS/LOC/DME final approach.

CHANGE (13/26): ATIS FREQUENCY.

INSTRUMENT APPROACH CHART - ICAO

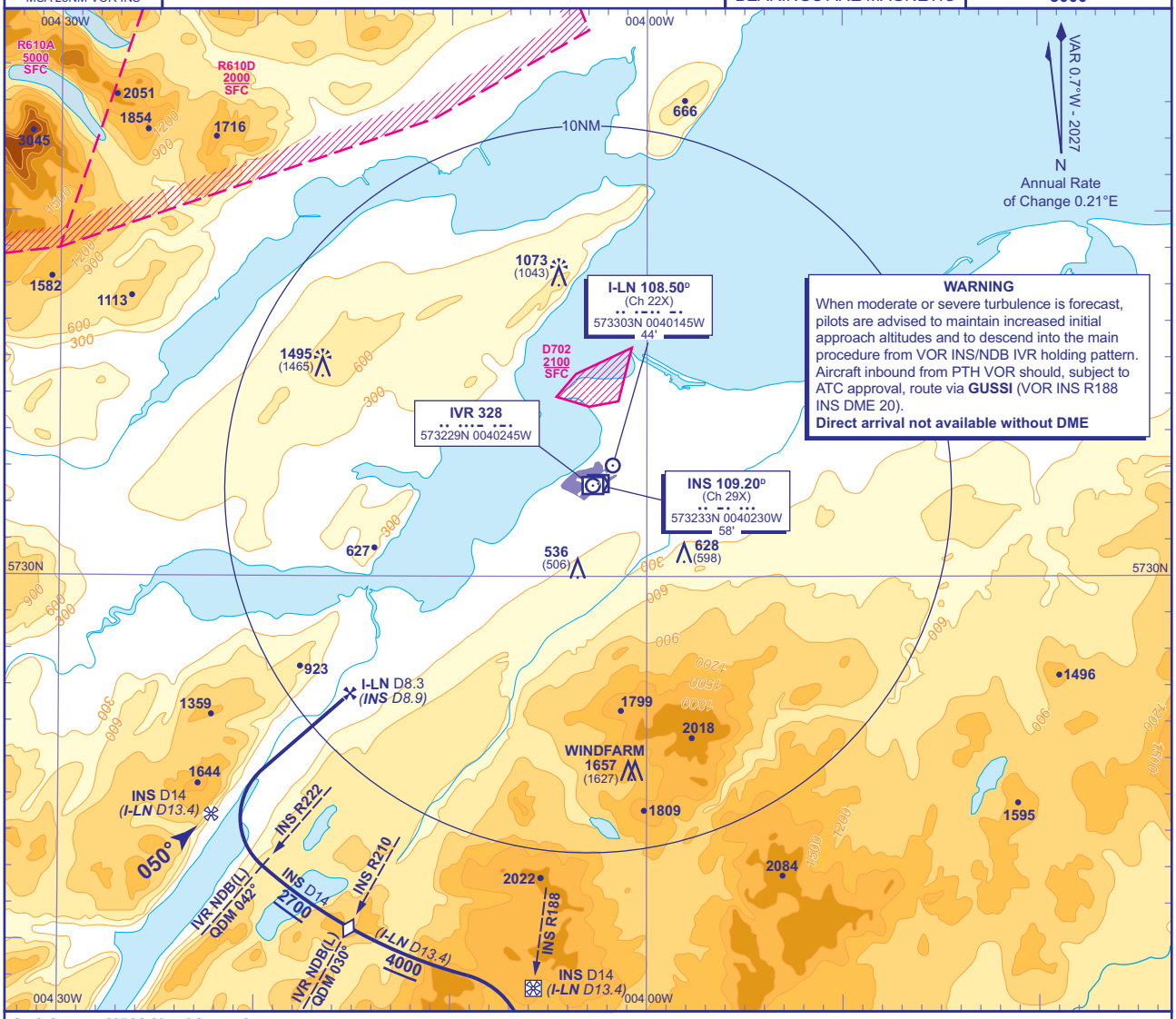
INVERNESS
Direct Arrivals
ILS/LOC/DME
RWY 05
(ACFT CAT C)



MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**

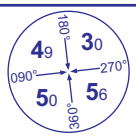


Arriving on N560 Northbound
Arrival from the south on VOR INS R188 (QDM 008°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**. From INS DME 16 (I-LN DME 15.4) turn left to establish on INS DME 14 (I-LN DME 13.4) arc clockwise. When established, descend along the arc **not below 4000**. After crossing step down VOR INS R210 (IVR NDB(L) QDM 030°), continue descent to **2700**(2670), then from lead VOR INS R222 (IVR NDB(L) QDM 042°) turn right onto localizer. From FAF I-LN DME 8.3 (INS DME 8.9) at **2700**(2670), continue with ILS/LOC/DME final approach.

CHANGE (13/26): ATIS FREQUENCY.

INSTRUMENT APPROACH CHART - ICAO

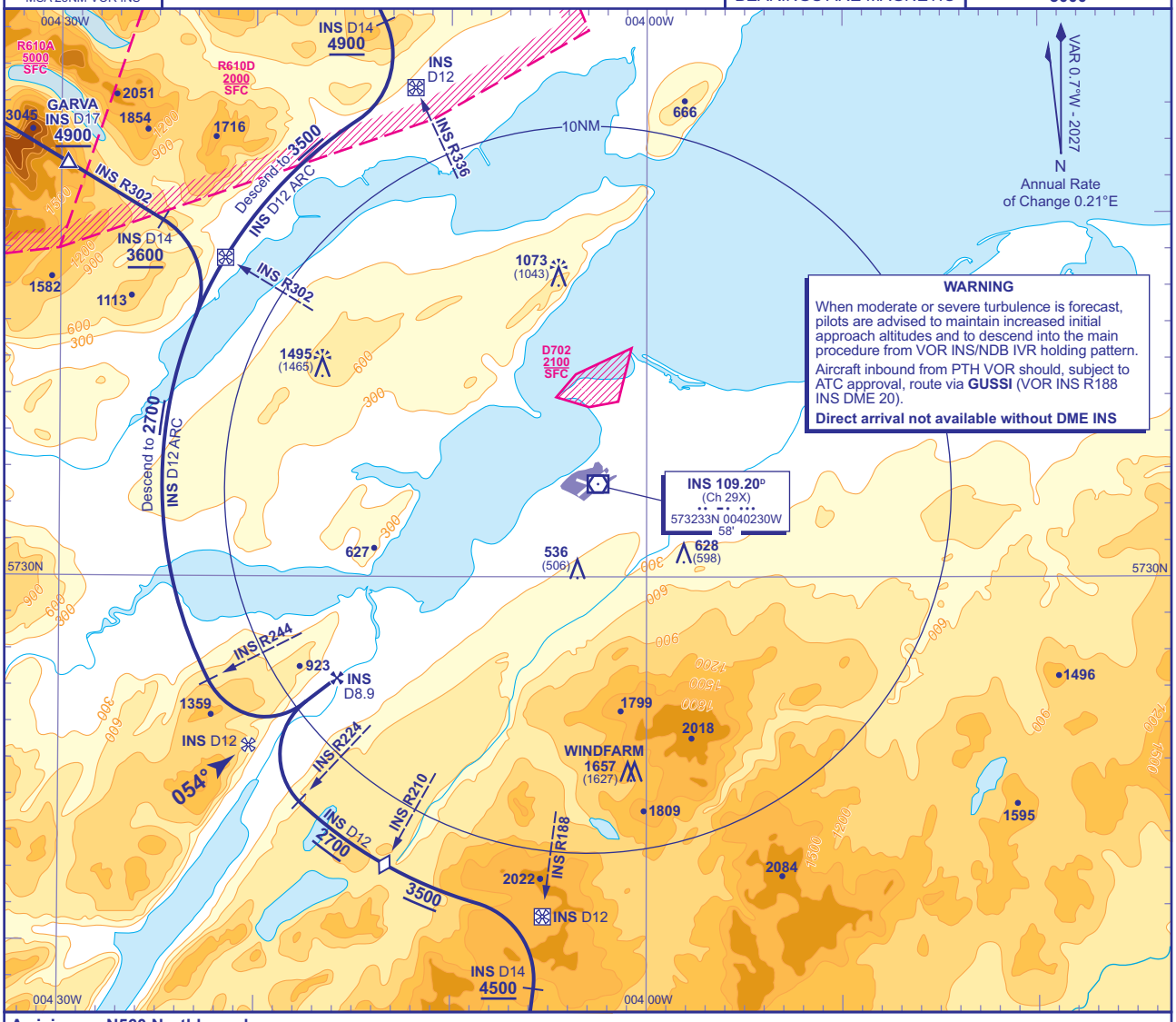
INVERNESS
Direct Arrivals
VOR/DME
RWY 05
(ACFT CAT A,B)



MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
3000



Arriving on N560 Northbound
Arrival from the south on VOR INS R188 (QDM 008°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**, and after passing **GUSSI** (INS DME 20) descend **not below 4500**. From INS DME 14 turn left to establish on INS DME 12 arc clockwise. When established, descend along the arc **not below 3500**. After crossing step down VOR INS R210, continue descent to **2700**(2670), then from lead VOR INS R224 turn right onto extended FAT. From FAF INS DME 8.9 at **2700**(2670), continue with VOR/DME final approach.

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

Arriving on Y906 Southeastbound
Arrival on VOR INS R302 (QDM 122°) **not below 5200**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 4900**, and after passing **GARVA** (INS DME 17) descend **not below 3600**. From INS DME 14 turn right to establish on INS DME 12 arc anticlockwise. When established continue descent to **2700**(2670), then from lead VOR INS R244 turn left to establish on extended FAT. From FAF INS DME 8.9 at **2700**(2670), continue with VOR/DME final approach.

CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 28 SEP 26

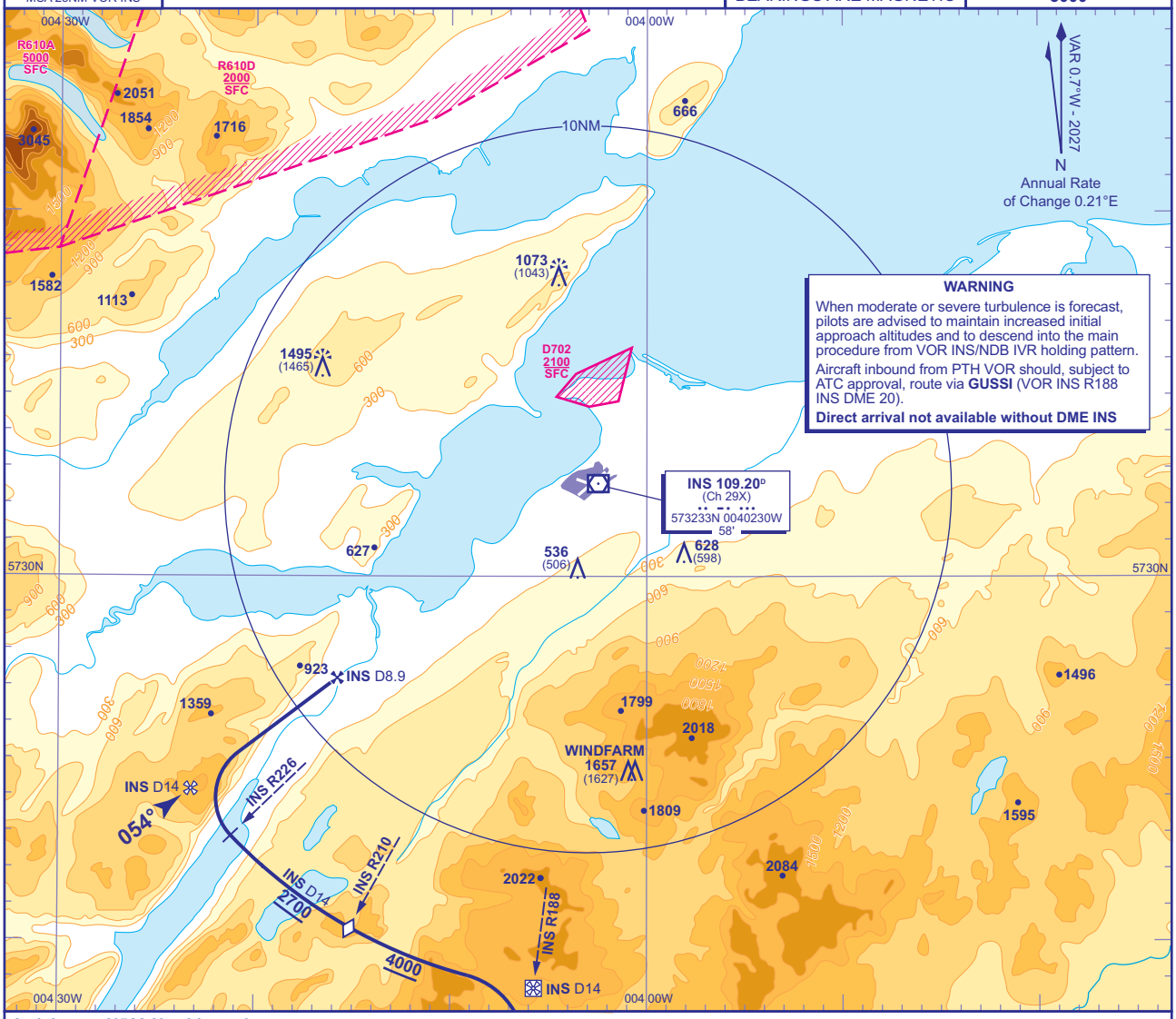
AD 2-EGPE-8-9

INSTRUMENT APPROACH CHART - ICAO

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

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE **3000**

MSA 25NM VOR INS



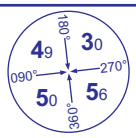
Arriving on N560 Northbound
Arrival from the south on VOR INS R188 (QDM 008°) **not below 5800**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5000**. From INS DME 16 turn left to establish on INS DME 14 arc clockwise. When established, descend along the arc **not below 4000**. After crossing step down VOR INS R210, continue descent to **2700**(2670), then from lead VOR INS R226 turn right onto extended FAT. From FAF INS DME 8.9 at **2700**(2670), continue with VOR/DME final approach.

CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 28 SEP 26 AD 2-EGPE-8-10

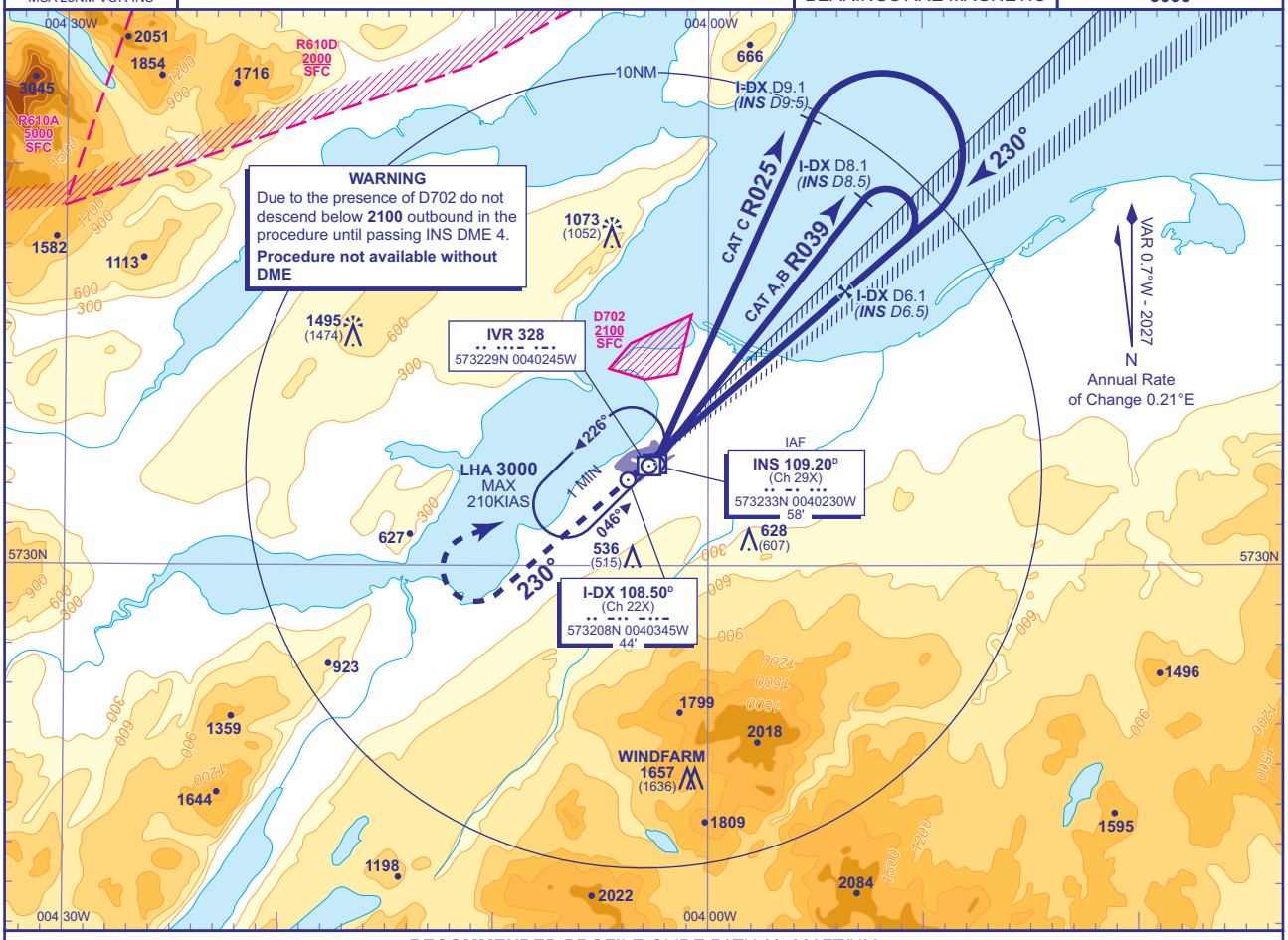
INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	21	
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION	1495 AMSL (1474) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000

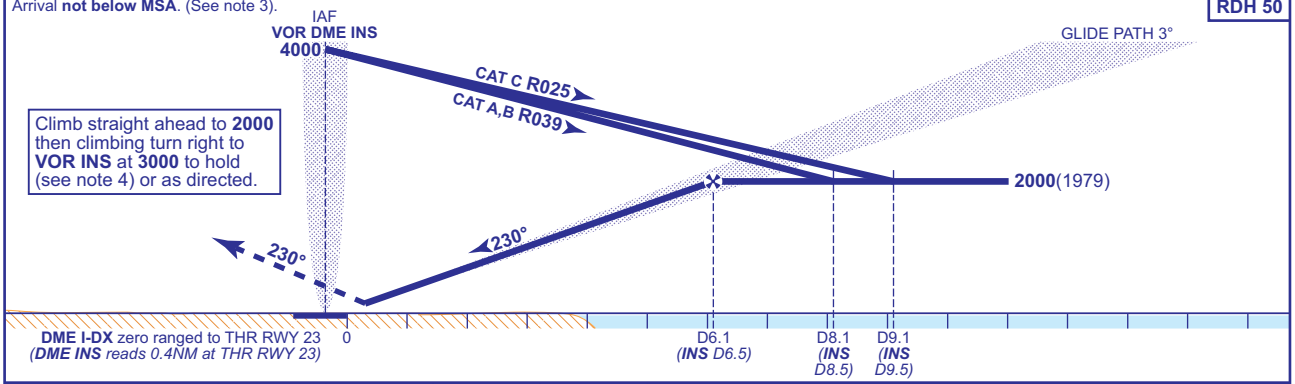


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-DX	5	4	3	2	1
ALT(HGT)	**1670**(1649)	**1350**(1329)	**1030**(1009)	**710**(689)	**390**(369)

Arrival **not below MSA**. (See note 3).

RDH 50



Aircraft Category		A	B	C
OCA (OCH)	CAT I	**177**(156)	**187**(166)	**199**(178)
VM(C)OCA (OCH AAL)	Total Area	**720**(689)	**840**(809)	**1400**(1369)
	North of RWY 05/23	**720**(689)	**770**(739)	**1100**(1069)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-15.

CHANGE (13/26): ATIS FREQUENCY.

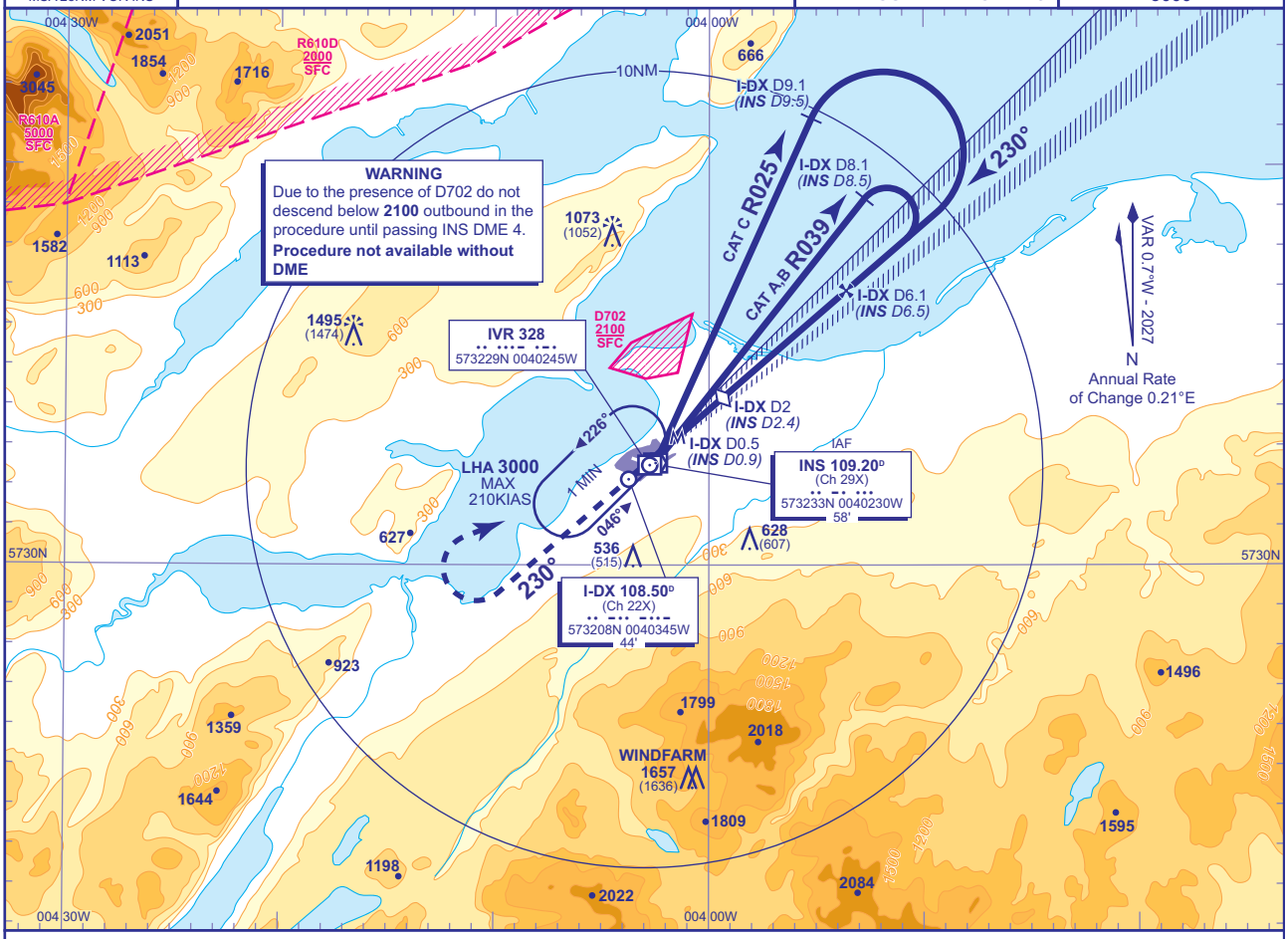
AERO INFO DATE 28 SEP 26

AD 2-EGPE-8-11

INSTRUMENT APPROACH CHART - ICAO

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

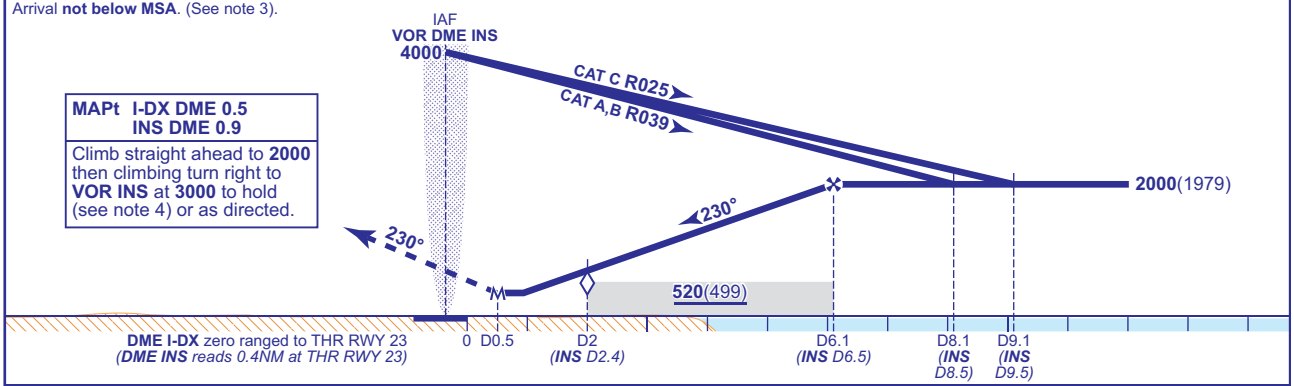
MSA 25NM VOR INS	TWR	118.405	INVERNESS TOWER	AD ELEVATION	31
	RAD	122.605	INVERNESS RADAR	THR ELEVATION	21
	ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1474) (ABOVE THR)	TRANSITION ALTITUDE **3000**
				BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-DX	5	4	3	2 **(SDF)**	1
ALT(HGT)	**1670**(1649)	**1350**(1329)	**1030**(1009)	**710**(689)	**390**(369)

Arrival **not below MSA**. (See note 3).



Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**380**(359)	**380**(359)	**380**(359)
VM(C)OCA (OCH AAL)	**Total Area**	**720**(689)	**840**(809)	**1400**(1369)
	North of RWY 05/23	**720**(689)	**770**(739)	**1100**(1069)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

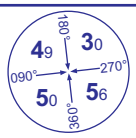
NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-15 (not available to CAT C aircraft).

CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 28 SEP 26 AD 2-EGPE-8-12

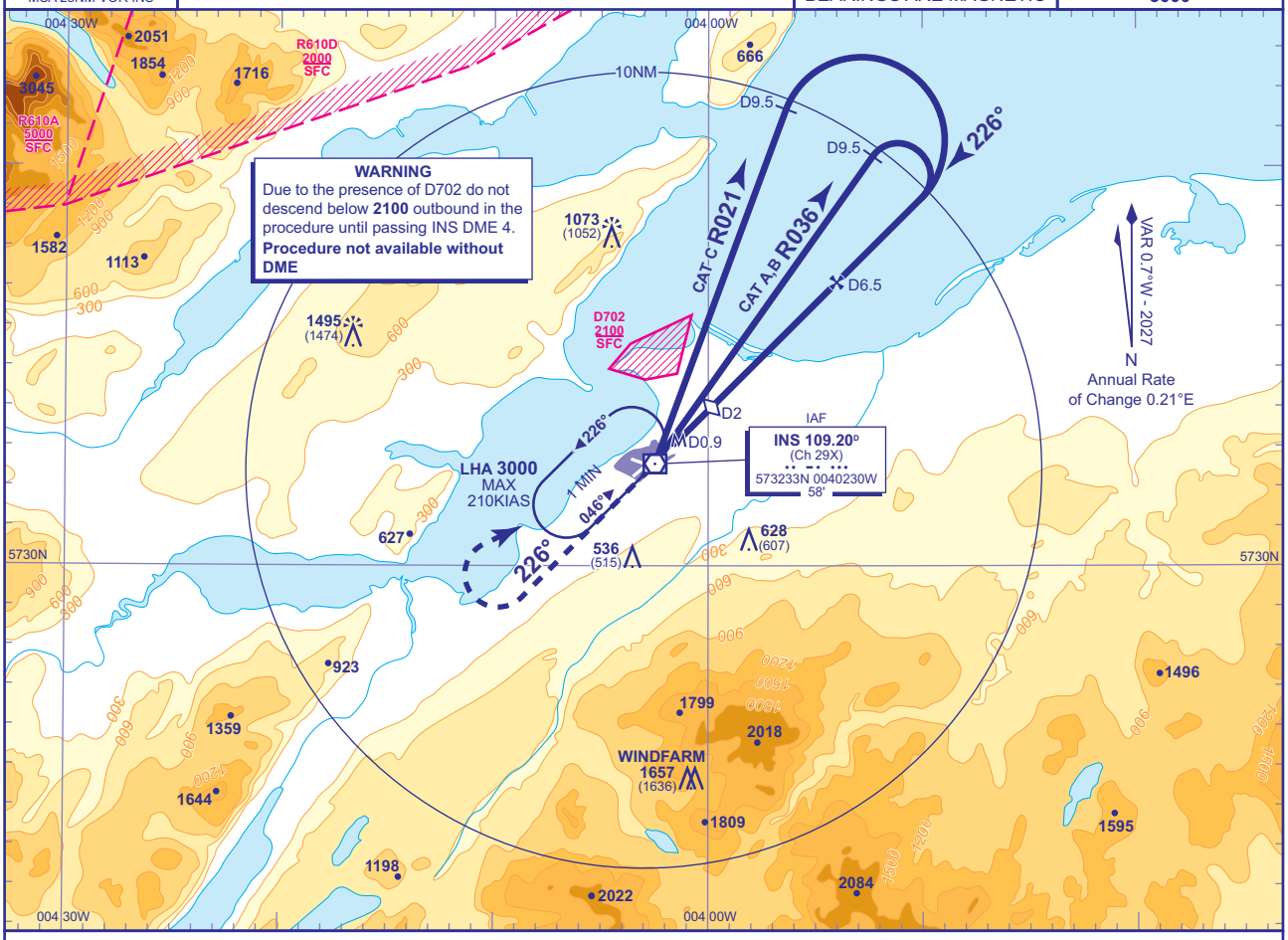
INSTRUMENT APPROACH CHART - ICAO

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



MSA 25NM VOR INS

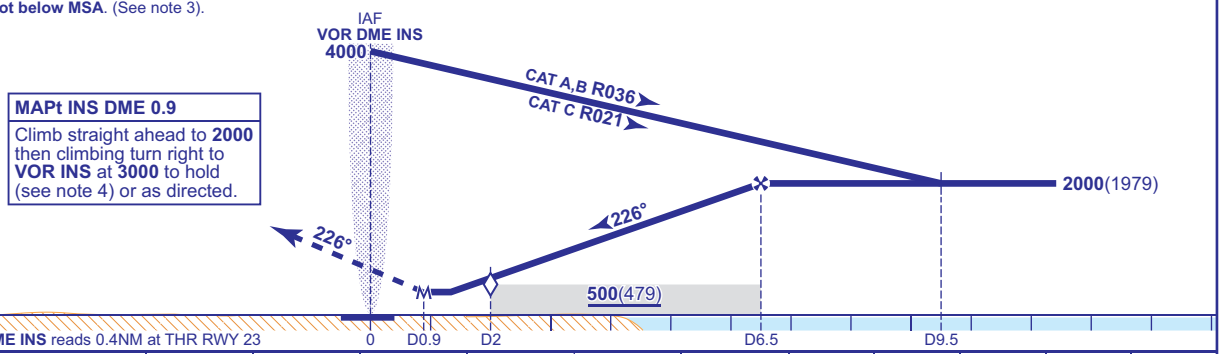
TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	21	
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION	1495 AMSL (1474) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME INS	5	4	3	2 (SDF)
ALT(HGT)	1500(1479)	1180(1159)	860(839)	540(519)

Arrival **not below MSA**. (See note 3).



MAPt INS DME 0.9
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

Aircraft Category		A	B	C
OCA (OCH)	Procedure	430(409)	430(409)	430(409)
VM(C)OCA (OCH AAL)	Total Area	720(689)	840(809)	1400(1369)
	North of RWY 05/23	720(689)	770(739)	1100(1069)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

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

CHANGE (13/26): ATIS FREQUENCY.

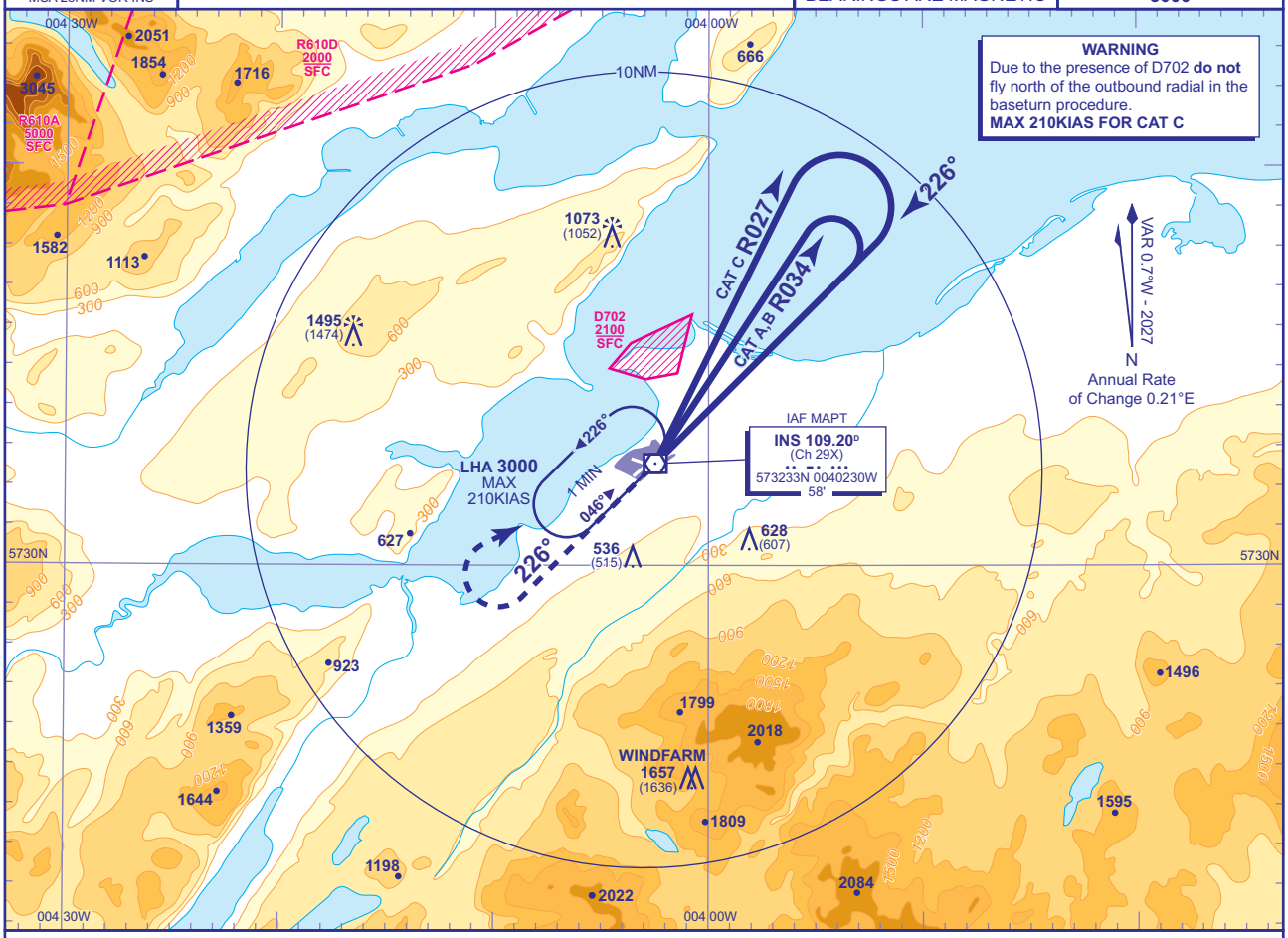
AERO INFO DATE 28 SEP 26

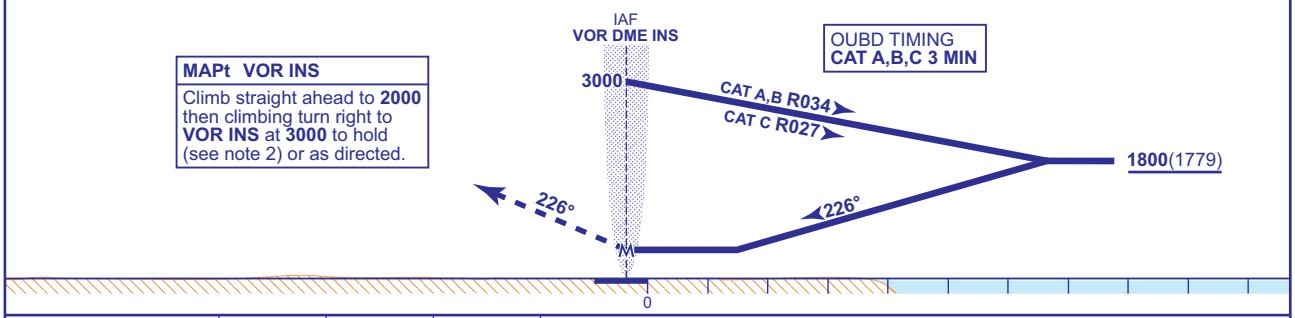
AD 2-EGPE-8-13

INSTRUMENT APPROACH CHART - ICAO

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

MSA 25NM VOR INS	TWR	118.405	INVERNESS TOWER	AD ELEVATION	31
	RAD	122.605	INVERNESS RADAR	THR ELEVATION	21
	ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1474) (ABOVE THR)	TRANSITION ALTITUDE **3000**
				BEARINGS ARE MAGNETIC	





MAPt VOR INS
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 2) or as directed.

OUBD TIMING
CAT A,B,C 3 MIN

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**480**(459)	**480**(459)	**480**(459)
VM(C)OCA (OCH AAL)	**Total Area**	**720**(689)	**840**(809)	**1400**(1369)
	North of RWY 05/23	**720**(689)	**770**(739)	**1100**(1069)

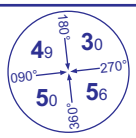
NOTE 1 FAT offset 4° north of RWY 23 C/L.
2 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.

CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 28 SEP 26 AD 2-EGPE-8-14

INSTRUMENT APPROACH CHART - ICAO

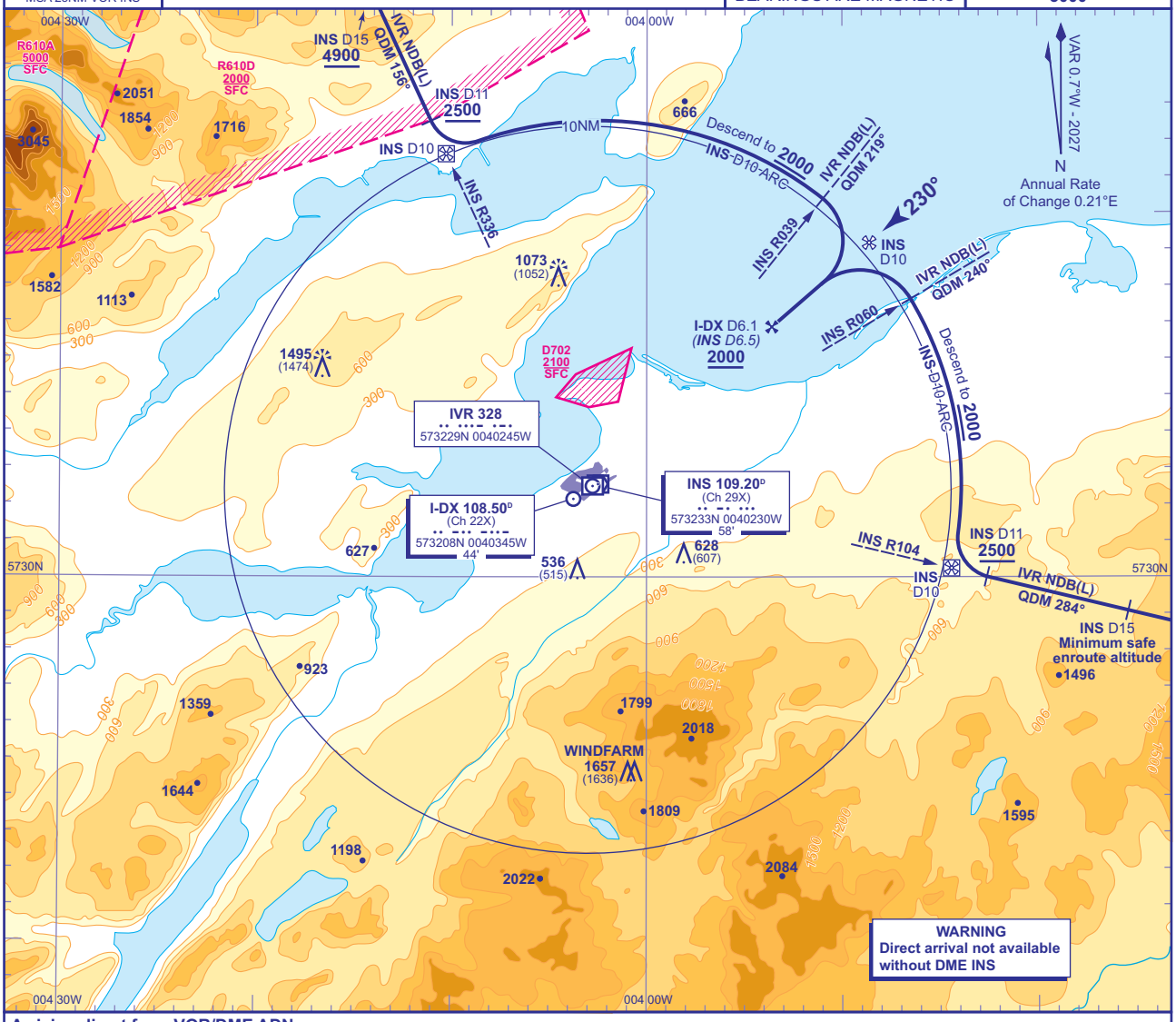
INVERNESS
Direct Arrivals
ILS/LOC/DME
RWY 23
(ACFT CAT A,B)



MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31
RAD	122.605	INVERNESS RADAR	THR ELEVATION	21
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1474) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
3000



Arriving direct from VOR/DME ADN
Arrival from VOR/DME ADN on VOR INS R104 (QDM 284°) **not below minimum safe enroute altitude**. Request ATC approval for DME arc arrival when within INS DME 40. After passing INS DME 25, with ATC approval, descend **not below 5600**, After passing INS DME 15 descend **not below 2500**. From INS DME 11 turn right to establish on INS DME 10 arc anticlockwise. When established, descend along the arc to **not below 2000**. From lead radial VOR INS R060 (IVR NDB(L) QDM 240°), turn left onto localizer. From FAF I-DX DME 6.1 (INS DME 6.5) at **2000**(1979), continue with ILS/LOC/DME final approach.

Arriving on N560 Southbound
Arrival on N560 **not below 5000**. Request ATC approval for DME arc arrival when within INS DME 40. When approved, after passing **BONBY** (INS DME 23) descend **not below 4900**. Establish on INS R336 (QDM 156°) from INS DME 15, descend **not below 2500**. From INS DME 11 turn left to establish on INS DME 10 arc clockwise. When established, descend along the arc **not below 2000**(1979). From lead VOR INS R039 (IVR NDB(L) QDM 219°) turn right onto localizer. From FAF I-DX DME 6.1 (INS DME 6.5) at **2000**(1979), continue with ILS/LOC/DME final approach.

CHANGE (13/26): ATIS FREQUENCY.

INSTRUMENT APPROACH CHART - ICAO

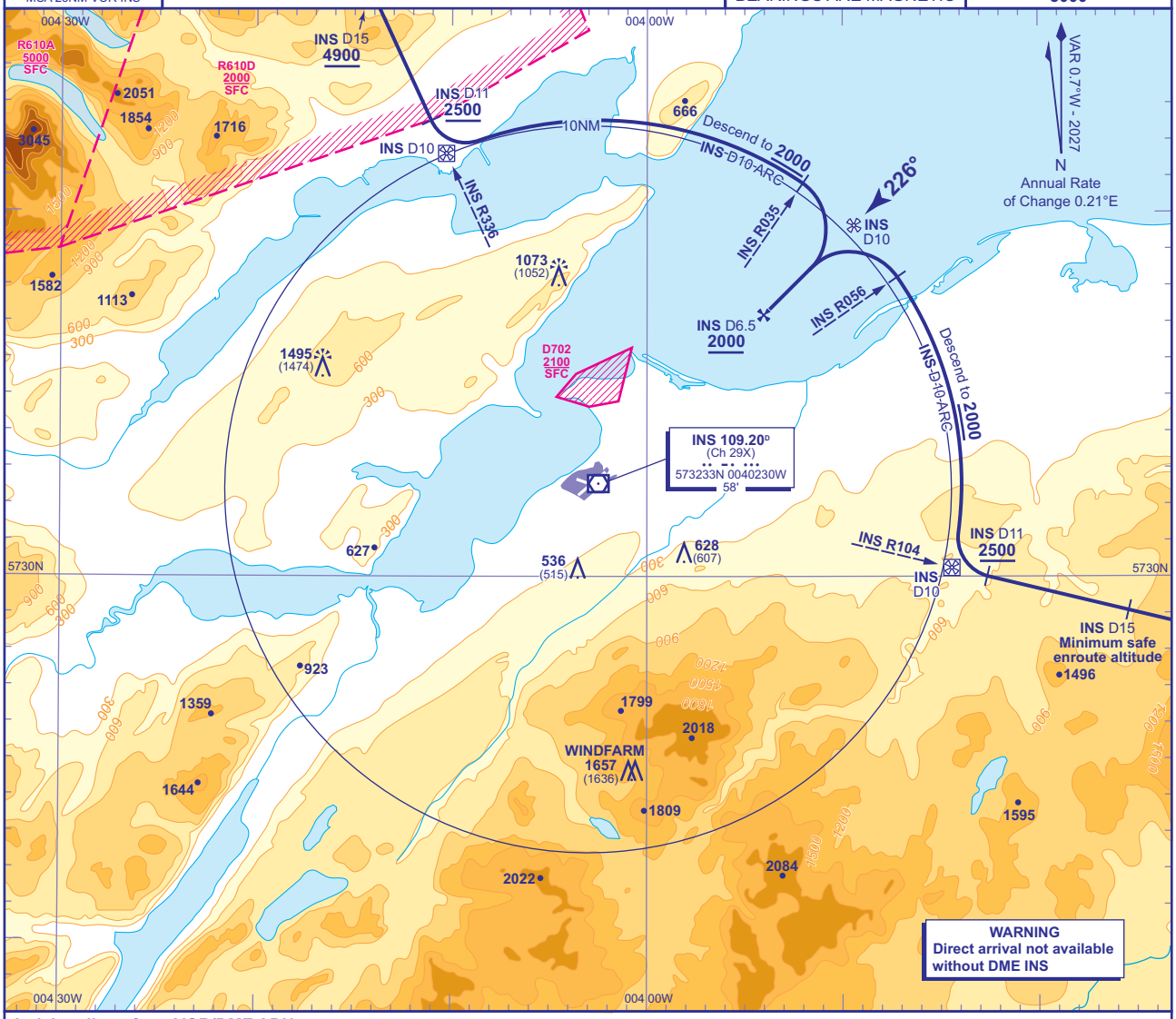
INVERNESS
Direct Arrivals
VOR/DME
RWY 23
(ACFT CAT A,B)



MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31
RAD	122.605	INVERNESS RADAR	THR ELEVATION	21
ATIS	133.730	INVERNESS INFORMATION	OBSTACLE ELEVATION **1495 AMSL** (1474) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



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

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

CHANGE (13/26): ATIS FREQUENCY.

AERO INFO DATE 28 SEP 26 AD 2-EGPE-8-16

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 PCR 130/F/D/Y/U
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 PCR 130/F/D/Y/U	554056.87N 0061531.72W 183.2 FT	THR 33.3 FT -	-
25	250.50°	635 x 18 M	RWY surface: Asphalt, Grooved PCR 130/F/D/Y/U	554103.09N 0061500.63W 183.1 FT	THR 54.3 FT -	-
12	120.87°	1550 x 30 M	RWY surface: Asphalt, Grooved PCR 130/F/D/Y/U	554110.83N 0061605.99W 183.2 FT	THR 22.8 FT -	-
30	300.88°	1550 x 30 M	RWY surface: Asphalt, Grooved PCR 130/F/D/Y/U	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.

EGPI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	ISLAY INFORMATION	123.155 DOC 25 NM/4,000 FT.	-	-	Mon-Fri 0800-1840 (0700-1740); Sat 0800-1340 (0700-1240); Sun 1145-1655 (1045-1555).	-
OTHER	ISLAY FIRE CHIEF	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGPI AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

EGPI AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

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

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

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome

i. Runways 07/25 and 12/30. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.

b) Runway 07/25: Remain within the painted runway side stripes.

7 TRAINING

Not applicable

EGPI AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGPI AD 2.22 FLIGHT PROCEDURES

1 RADIO CALLS

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

2 VISUAL REFERENCE POINTS (VRP)

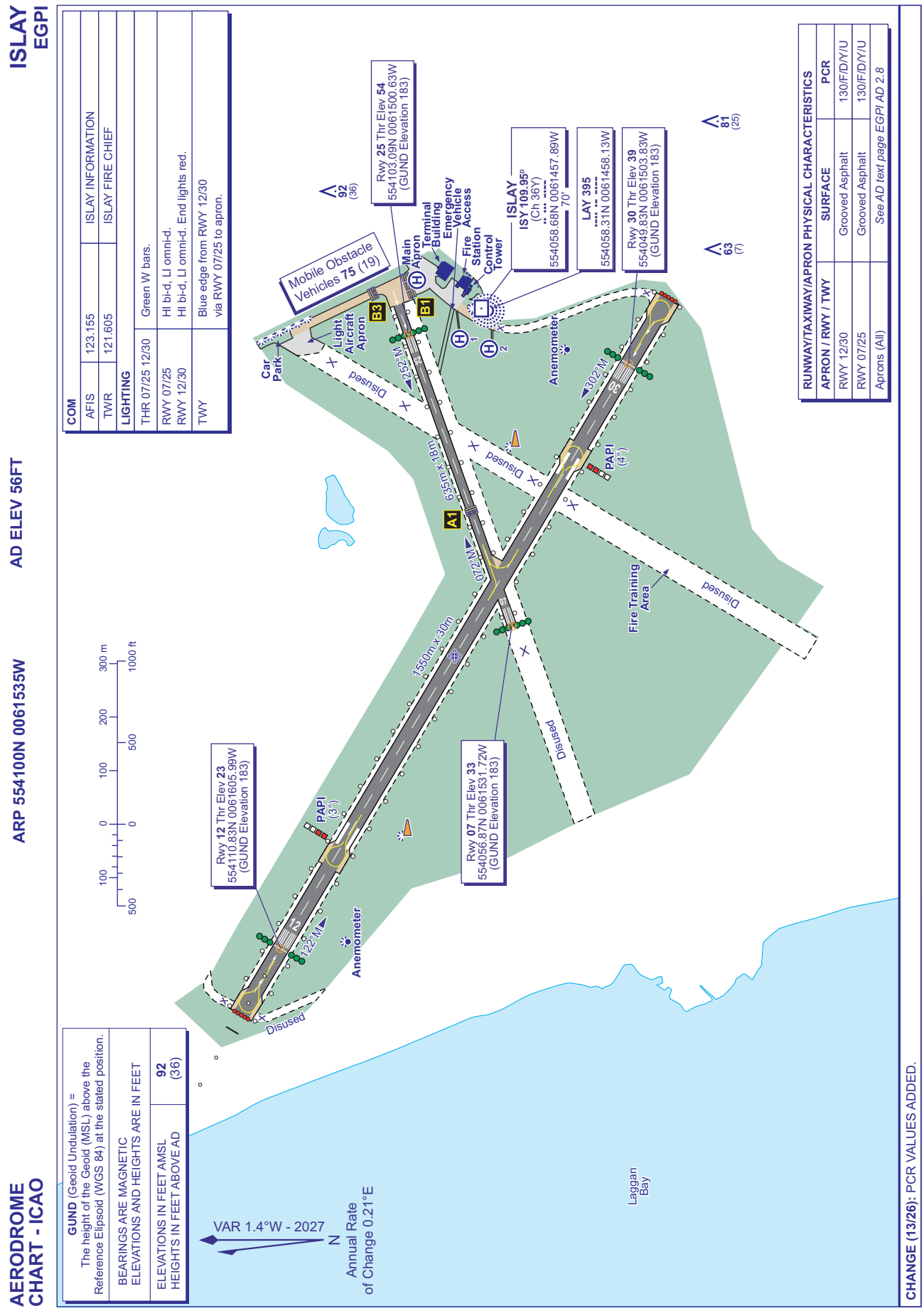
a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

EGPI AD 2.23 ADDITIONAL INFORMATION

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

EGPI AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPI-2-1
INSTRUMENT APPROACH CHART RNP RWY 12 (CAT A,B,C) - ICAO
AD 2.EGPI-8-1
INSTRUMENT APPROACH CHART RNP RWY 30 (CAT A,B,C) - ICAO
AD 2.EGPI-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 12
AD 2.EGPI-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 30
AD 2.EGPI-8-4



AERO INFO DATE 29 SEP 26

AD 2-EGPI-2-1

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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: 01624-825100; Email: ops@jetcentre.im. 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

		Taxiway C APRON TO 08/26: 27 M Surface: Asphalt PCR 500/F/D/W/T Taxiway D (26 TO 03): 11 M Surface: Asphalt PCR 340/F/D/W/T Taxiway E APRON TO 21: 18 M Surface: Asphalt PCR 340/F/D/W/T Taxiway F APRON TO 08/26: 27 M Surface: Asphalt PCR 500/F/D/W/T Taxiway J (08 TO 03): 18 M Surface: Asphalt PCR 340/F/D/W/T Taxiway K: 18 M Surface: Asphalt PCR 327/F/D/W/T Taxiway L (08 TO L4): 18 M Surface: Asphalt PCR 500/F/D/W/T Taxiway L (L4 TO 21): 18 M Surface: Asphalt PCR 495/F/D/W/T
3	Altimeter checkpoint location and elevation	Apron 58 FT
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart
6	Remarks	-

EGNS 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 nose-in/push-back except Stand 3. All stands with the exception of Stands 7 and 8 have numbered identification boards at the head of the stand.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 03/21: EASA markings. Runway designation, threshold, aiming point, touch down point, centre-line, edge line, displaced threshold on Runway 03. 08/26: CAP 168 markings. Runway designation, threshold, aiming point, touch down point, centre-line, edge line on 08/26, displaced thresholds on Runways 08, 26. Touch Down Zone on Runway 26 and 08 are non standard - Runway 08 last two pairs omitted, Runway 26 last pair omitted. Taxiway marking aid(s): Centre-line marking and lighting on Taxiways A, B, C, E, F, J, K and L. Taxiway light(s): Taxiways A, B, C, E, F, J, K and L have green centre-line lighting with blue edge lighting at bends and runway turn-offs, illuminated or reflective signs and stop-bars.
3	Stop bars and runway guard lights (if any)	Stop bars associated with all runway holding points for 03/21 and 08/26, supplemented by blocking stop bars either side of the main runway intersection. Stop bars in use during all operational hours.
4	Other runway protection measures	-
5	Remarks	WDI: (W) 540451.39N 0043754.02W (LGTD) - (E) 540505.88N 0043710.70W (LGTD).

EGNS 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.

EGNS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ISLE OF MAN OFFICE
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	ISLE OF MAN OFFICE 9 hours.
4	Trend forecast Interval of issuance	TREND 30 minutes during aerodrome operating hours.
5	Briefing/consultation provided	Forecaster available H24.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Low Level Weather and Spot Wind Charts for British Isles and near Continent. MET Satellite and Weather Radar images and sequences.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	ISLE OF MAN
10	Additional information (limitation of service, etc.)	METARs issued half hourly during aerodrome operating hours but hourly when the aerodrome is closed.

EGNS 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	027.96°	1199 x 46 M	RWY surface: Asphalt PCR 548/F/D/W/T	540442.70N 0043751.73W 180.5 FT	THR 23.8 FT -	-
21	207.97°	1199 x 46 M	RWY surface: Asphalt PCR 548/F/D/W/T	540514.26N 0043723.23W 180.5 FT	THR 52.8 FT -	-
08	077.94°	2110 x 46 M	RWY surface: Asphalt PCR 554/F/D/W/T	540454.97N 0043804.49W 180.5 FT	THR 30.1 FT TDZ 32.6 FT	-
26	257.96°	2110 x 46 M	RWY surface: Asphalt PCR 554/F/D/W/T	540505.25N 0043642.55W 180.4 FT	THR 33.4 FT TDZ 33.4 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
-	-	1225 x 140 M	120 x 140 M -	-	-	RWY 03 Threshold displaced by 95 M.
-	95 x 150 M	1225 x 140 M	120 x 140 M -	-	-	RWY 21
-	938 x 150 M	1796 x 280 M	240 x 150 M -	-	-	RWY 08 Threshold displaced by 291 M.
-	148 x 150 M	1796 x 280 M	240 x 150 M -	-	-	RWY 26 Threshold displaced by 296 M.

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)

100 0 100 200 300 m
200 0 200 400 600 800 1000 ft

Radar

VAR 0.5°W - 2027
N
Annual Rate of Change 0.20°E

Rwy **21** Thr Elev **53**
540514.26N 0043723.23W
GUND Elevation 181

Rwy **08** Thr Elev **30**
540454.97N 0043804.49W
(GUND Elevation 181)

Rwy **26** Thr Elev **33**
540505.25N 0043642.55W
GUND Elevation 180
(Highest Elev in TDZ)

Rwy **03** Thr Elev **24**
540442.70N 0043751.73W
(GUND Elevation 181)

Highest Elev in TDZ **33**
540458.39N 0043737.24W

I-RY 111.15°
•• -•• ••••
540452.22N 0043826.45W

I-RH 111.15°
•• -•• ••••
540457.61N 0043711.84W

ISLE OF MAN
I-RH & I-RY
111.15°
(Ch 48Y)
•• -•• •••• / •• -•• ••••
540451.62N 0043722.10W
38'

RWY 359
-•• -•• ••••
540451.90N 0043722.40W

Fuel Farm
Terminal Building
East Apron
Control Tower
Maintenance/ Aircraft Parking/ Area Mike
Area Hotel
West Apron
Anemometer
Parking Area Victor
Vehicle Holdi R1
Blocking Stop Bar
PAPI (3.5°) MEHT 42
PAPI (3.5°) MEHT 54
PAPI (3°) MEHT 42
PAPI (3°) MEHT 45
ILS GP
Area Whisky
Fire Station
2110m x 46m
1199m x 46m
208°M
258°M
078°M
028°M
Twy A
Twy B
Twy C
Twy D
Twy E
Twy F
Twy J
Twy K
Twy L
47
82 (29)
87 (34)
80 (27)
149 (96)
74 (21)
50

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.

Castletown Bay
Derby Haven

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*	

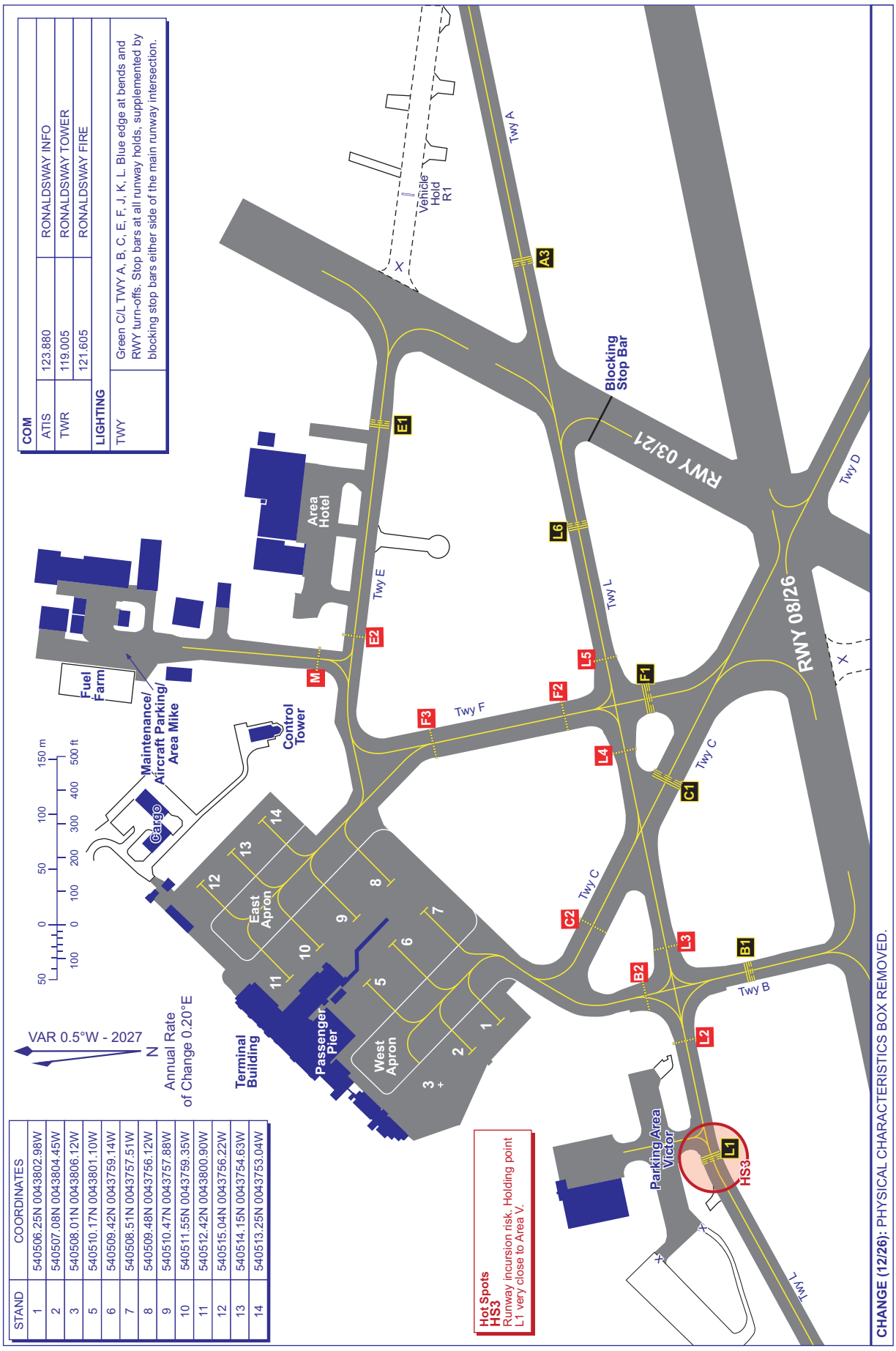
CHANGE (13/26): ARP SYMBOL POSITION REVISED. PAPI SYMBOLS POSITION REVISED.

ISLE OF MAN EGNS

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 540500N 0043724W

AD ELEV 53FT



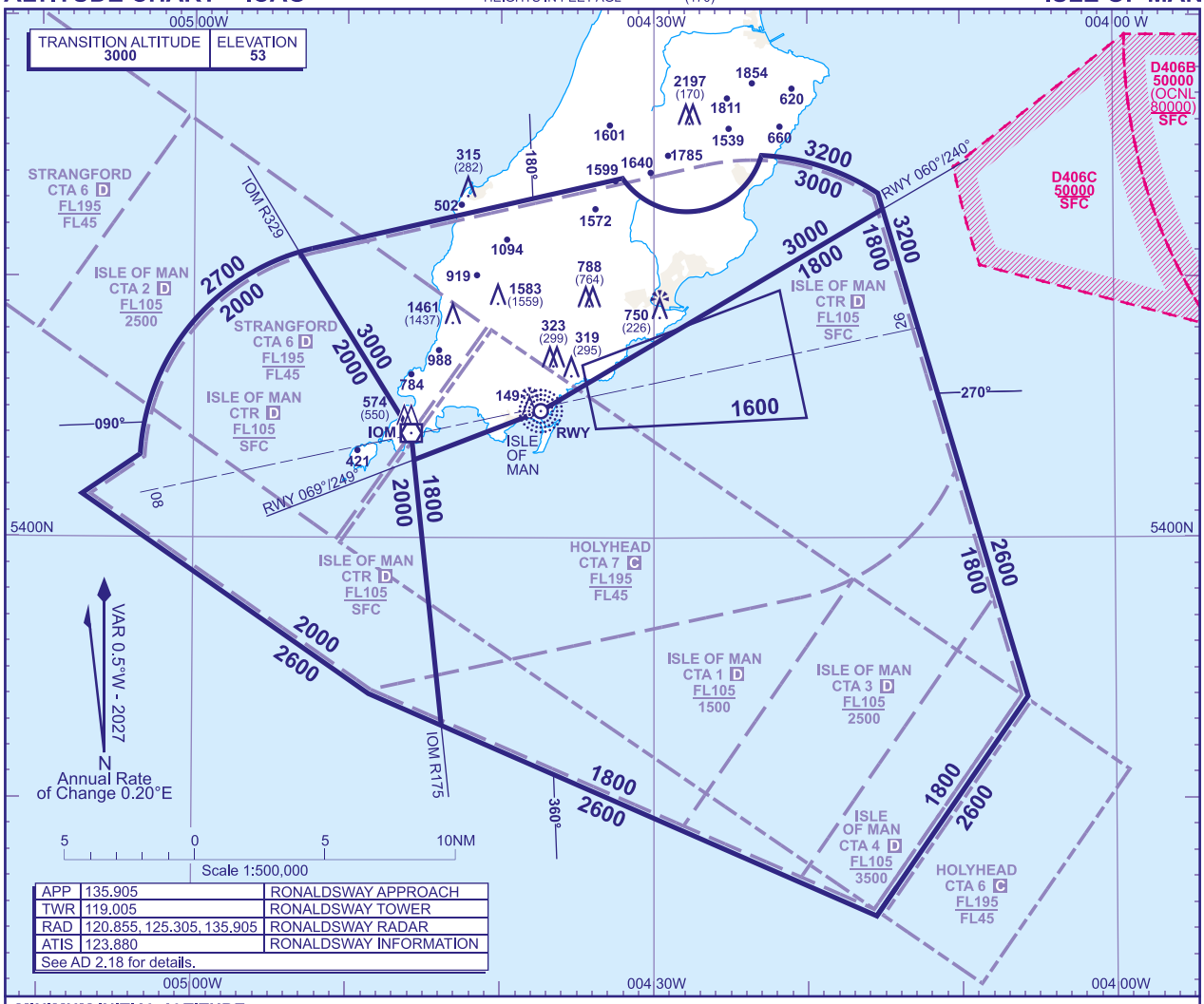
STAND	COORDINATES
1	540506.25N 0043802.98W
2	540507.08N 0043804.45W
3	540508.01N 0043806.12W
5	540510.17N 0043801.10W
6	540509.42N 0043759.14W
7	540508.51N 0043757.51W
8	540509.48N 0043756.12W
9	540510.47N 0043757.88W
10	540511.55N 0043759.35W
11	540512.42N 0043800.90W
12	540515.04N 0043756.22W
13	540514.15N 0043754.63W
14	540513.25N 0043753.04W

AERO INFO DATE 08 SEP 26

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2197
HEIGHTS IN FEET AGL (170)

ISLE OF MAN



APP	135.905	RONALDSWAY APPROACH
TWR	119.005	RONALDSWAY TOWER
RAD	120.855, 125.305, 135.905	RONALDSWAY RADAR
ATIS	123.880	RONALDSWAY 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) **1800** in the sector defined by the lateral limits; 540259N 0044537W - 540452N 0043722W - 541232N 0041523W - 535358N 0040608W - 534546N 0041545W - 535301N 0044350W - 540259N 0044537W.

b) **2000** in the sector defined by the lateral limits; 540304N 0050309W thence clockwise by an arc of a circle radius 8.6NM centred on 540238N 0044835W to 541048N 0045301W - 540401N 0044549W - 535301N 0044350W - 535411N 0044824W - 540139N 0050641W - 540304N 0050309W.

c) **3000** in the sector defined by the lateral limits; 541048N 0045301W - 541337N 0043147W - thence anticlockwise by an arc of a circle radius 3NM centred on 541533N 0042750W to 541429N 0042302W thence clockwise by an arc of a circle radius 8.5NM centred on 540600N 0042335W to 541306N 0041540W - 541232N 0041523W - 540452N 0043722W - 540259N 0044537W - 540401N 0044549W - 541048N 0045301W.

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 **RWY NDB**†.

Intermediate and Final Approach

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

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is that detailed at EGNS AD 2.22 Para 4.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **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 (13/26): SECTORS REVISED.

AERO INFO DATE 29 SEP 26

AD 2-EGNS-5-1

INTENTIONALLY BLANK

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(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.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
	JERSEY TOWER	119.455 DOC 25 NM/4,000 FT.	-	-	0515-2100 (0415-2030); and by arrangement.	
		121.500 Emergency frequency.	-	-	0515-2100 (0415-2030); and by arrangement.	
ATIS	JERSEY INFORMATION	134.680 DOC 60 NM/ 20,000 FT.	-	-	0545-2100 (0445-2030).	Tel: 01534-446301 for ATIS message.
OTHER	JERSEY FIRE	121.605 Non-ATS channel. DOC 2 NM/GND	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
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.	

EGJJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.84°E (2027)	IJJ	110.900 MHz	HO	491233.70N 0021042.71W	-	(RWY 08) 457 M from THR 26.
ILS/GP	IJJ	330.800 MHz	HO	491230.15N 0021206.92W	-	3° ILS Ref Datum Hgt 52 FT.
ILS/LOC I 0.83°E (2027)	IDD	110.300 MHz	HO	491224.78N 0021229.86W	-	(RWY 26) 161 M from THR 08.
ILS/GP	IDD	335.000 MHz	HO	491233.97N 0021121.07W	-	3° ILS Ref Datum Hgt 52 FT.
VOR/DME 0.88°E (2027) 0.65°W (2020)	JSY	59X 112.200 MHz	H24	491315.98N 0020246.12W	276 FT	Located 5.5 NM from THR 26.
NDB (L) 0.82°E (2027)	JW	329.000 kHz	HO	491221.29N 0021311.73W	-	0.5 NM from THR 08 Range 25 NM.
ILS/DME	IDD	40X	HO	491233.80N 0021121.07W	296 FT	(RWY 26) DME freq paired with ILS I-DD only. Zero range is indicated at THR of Runway 26 only.
ILS/DME	IJJ	46X	HO	491229.99N 0021206.84W	289 FT	(RWY 08) On AD. DME freq paired with ILS I-JJ only. Zero range is indicated at THR of Runway 08 only.

EGJJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Channel Islands CTR.
b) All aircraft using Jersey Airport and its facilities are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Jersey Airport.
c) If visiting general aviation aircraft are parked on a remote stand, ie: not the Aero Club or Gama Aviation apron, the crew and passengers must remain with their aircraft until transport is provided by the relevant handling agent.

d) All aircrew whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.
e) All flights except for General Aviation and Military aircraft, are subject to prior notification to ACL slot co-ordination. All requests should be made by e-mail to LONACXH@acl-uk.org.
f) Pilots requiring picketing and tying down of their aircraft must contact their handling agent.
g) Pilots who have filed IFR flight plans are requested to contact ATC for their air traffic control clearance 10 minutes prior to requested start.
h) Minimum submission time for ATC flight plan processing is 1 hour. Flight plans shall be addressed as detailed in ENR 1.11 or may be submitted by fax +44(0)1534-446075. Pilots are required to check relevant NOTAM for PPR requirements. Additional guidance and information regarding VFR flight within the Channel Islands CTR can be found online at www.cicz.co.uk.
i) Civilian formation flight under Special VFR is prohibited in the Channel Islands CTR. Civilian VFR formations are not permitted to land or take-off in formation without the express permission of the Airport Director; this may be obtained from Jersey ATC.
j) Commercial and corporate aircraft operators and/or handling agents are required to ensure they have appropriate tow bars/tugs and spare wheels on site for aircraft if they intend to operate at Jersey Airport.
k) Aerodrome Control Service may be provided from the remote tower facility for either contingency or training purposes. When the remote tower is in operation for contingency purposes, aircraft suffering a radio failure should look for light signals from the Fire Station abeam Taxiway Alpha. Times of operation of the remote tower and information regarding the provision of light signals will also be transmitted via ATIS.
l) Aircraft registered in any country other than the United Kingdom and its Territories and Dependencies intending to conduct commercial operations will need to apply for a Foreign Carrier Permit. Application forms are available on the Office of the Director of Civil Aviation for the Channel Islands website https://www.cidca.aero.
m) Aircraft operating on a national airworthiness certificate (Permit to Fly etc) require an exemption issued by the Director of Civil Aviation to operate within Channel Islands Airspace. Application forms are available on the Office of the Director of Civil Aviation for the Channel Islands website https://www.cidca.aero.
n) Single-Engine Turbine (SET) Operations:

i. SET-IMC OPERATIONS – PRIOR APPROVAL REQUIRED

Operators intending to conduct Commercial Air Transport (CAT) operations to/from Jersey using Single-Engine Turbine (SET) aircraft at night or in IMC (SET-IMC) shall obtain prior approval from the Director of Civil Aviation. https://www.cidca.aero.

o) APU usage:

i. The hierarchy for the selection of power supply whilst an aircraft is on stand is as follows:

1. FEGP - to be used whenever supplied and serviceable. (Stands 1-13 have FEGP units fitted, providing either 400Hz or 28V DC).
2. GPU - to be used when FEGP is not supplied, or the unit is unserviceable.
3. APU - only to be used when neither FEGP or GPU is supplied or both units are unserviceable.

ii. Regardless of the availability of external auxiliary power sources, no aircraft is permitted to run an APU for greater than the times stipulated below. (For the avoidance of doubt, the term APU within this policy includes the use of 'Hotel Mode'.)
iii. Operation of the APU.

1. Any use of the APU must be in strict compliance with the hierarchy above.
2. No APU shall be left running unless a qualified person is in attendance.
3. Outside of Airport Opening Hours APUs shall not be run without he prior approval of the Head of Aerodrome Operations.

iv. Departure Procedure: The APU is not to be started more than 15 minutes before STD.
v. Arrival Procedure: The APU should be shut down at the earliest opportunity after arriving on stand, and in any event no longer than 10 minutes after arriving on stand.
vi. Exemptions to the APU Departure and Arrival procedures:

1. When the external temperature is below 5°C or above 20°C, as stated on ATIS, and PCA is not available, restrictions relating to departing aircraft may be extended so that the APU can be started not in excess of 30 minutes before STD.
2. General Aviation aircraft which require additional start-up time for operational reasons, the restriction relating to departing aircraft may be extended so that the APU can be started not more than 30 minutes before STD.

vii. Requests for temporary exemptions to the policy outlined above should be made to Head of Aerodrome Operations on +44 (0)1534-446008.

2 GROUND MOVEMENT

a) ATC are responsible for engine start-up and push-back/taxi clearance.
b) For safety and security reasons, all aircrew must be transported to/from their aircraft by handling agent.
c) Apron Layout:

i. The arrangement of the main apron, pier, aircraft stands and guidance lines are shown on page AD 2-EGJJ-2-2.
ii. Pilots are required to request permission from ATC to 'push-back' from nose-in stands and on initial call should give the location of the aircraft.
iii. The minimum taxilane width between J1 and J3 is 45 M. 22.5 M either side of centre-line.
iv. Stand sizes vary between 49.5 M and 41.5 M long. Stand widths vary between 42 M and 29.2 M.

d) Pilots must exercise caution when manoeuvring due to rutted ground. When the grass is wet, pilots must be extra vigilant because the ground will be soft in places and liable to be slippery. Also during wet conditions, pilots must exercise extreme caution when manoeuvring on the grass at the east end of the Aero Club access track as this area can be very wet and muddy.
e) The (block paved) access track from the east of Holding point Hotel to the grass parking area at the Aero Club has not been formally designated by the Airport Authority as a taxiway. The access track does not comply with the criteria for a taxiway contained in CAP 168. Therefore, the painted centre-line is only provided for assistance and does not offer the usual clearances either side of the access track that would normally be associated with a taxiway. It is most important that pilots exercise caution when using this access track to ensure that they have suitable wing tip clearance on each side.
f) Apron Areas:

i. All areas south of holding point Hotel, south of holding point Mike and east of holding point Juliet 3 have been designated as apron;
ii. The responsibility for the use of, including the suitability of these areas for both the transit and the parking of aircraft remains with the aircraft commander at all times. Any Surface Markings within these areas are for general guidance purposes only and may not conform to international certification standards including taxiway minimum separation distances;
iii. All aircraft wishing to depart from these areas (Gama Aviation, JAL and the Aero Club) must call ATC for start up and taxi clearance;
iv. All aircraft movements remaining wholly within the confines of these designated areas (Gama Aviation, JAL and the Aero Club) may be conducted solely at the commander's discretion, ATC may be contacted for assistance if required.

g) Pilots must exercise caution when approaching Runway 26 holding points. The proximity of Holding Points A1, G and a blocking stop bar may cause confusion. No green centre-line lighting exists on Taxiway Golf.

3 CAT II/III OPERATIONS

a) Jersey Airport is not equipped for CAT II/III operations, however Low Visibility Procedures are used to protect CATI and LTS CATI operations.
b) When ATC notifies Low Visibility Procedures:

i. Taxiway Echo is not available as a runway exit.
ii. Intermediate taxiway stopbars will be used to reinforce taxi clearance limits.
iii. **Runway 08 Arrivals**
Arriving traffic on Runway 08 will vacate the runway via Rapid Exit Taxiway Foxtrot or at the runway end via Taxiway Alpha. Pilots will report Runway vacated after passing the yellow/green section of the taxiway centre-line lighting and will notify ATC of the exit used.
iv. **Runway 26 Arrivals**
Arriving traffic on Runway 26 will vacate the runway at the runway end via Taxiway Bravo and report vacated after passing the yellow/green section of centre-line lighting. Taxiway Delta may be available on request.
v. **Runway 26 Departures**
Departing traffic on Runway 26 should follow the green centre-line lights to Holding Point A1. There are no green centre-line lights on Taxiway Golf.

c) RVR system in use suppress mid-point and/or stop-end values when:

i. They are equal to or higher than the touchdown zone value unless they are less than 400 M; or
ii. They are 800 M or more.

4 WARNINGS

a) Pilots may experience turbulence and variable wind conditions caused by nearby cliffs on final approach and landing on Runway 08. Some directional control difficulties can be experienced in strong crosswinds from the southeast and southwest due to the effects of the wake from the aerodrome buildings. Pilots are also advised that blasting takes place adjacent to the aerodrome at quarries bearing 042°(T), 1.36 NM from the ARP. Blasting operations may take place infrequently Mon-Fri 0730-0745 (0630-0645). At these times turbulence may be experienced in this vicinity particularly by light aircraft.
b) The distance between the centreline of the runway and the centreline of taxiways does not conform to the recommendation of ICAO Annex 14. The distance between the runway and Taxiway Alpha varies from 168 M to 95 M, and between the runway and Taxiway Bravo between 297 M and 101 M.
c) Aircraft taxiing to holding points for either runway may be restricted by aircraft holding at intermediate link taxiways and may not always have sufficient clearance to proceed.
d) Floodlighting of Mount Orgeuil Castle may take place between SS - 2359 (2259). Extraneous light from the floodlight mounted on Gorey Pier, approximately 1.5 miles south of the 'JSY' VOR, shining in a northeasterly direction, may be visible to aircraft where the beam intersects the 26 ILS approach centre-line at a point approximately 9 miles from touchdown. This light may also be visible from various points of the holding pattern of the 'JSY' VOR at low altitudes.
e) Skydiving may take place all year round, except Christmas Day, during airport hours, over St. Aubin's Bay (491141N 0020900W) from surface to FL 110 and exceptionally up to FL 190. Jersey ATC may temporarily re-classify a portion of the Channel Islands TMA (by NOTAM) radius 10 NM centred on Jersey Aerodrome Reference Point as Class D Airspace to permit this activity.
f) Lethal bird control methods including the use of firearms may take place all year round during aerodrome published opening hours.
g) Model Aircraft flying takes place at the Les Landes Model Aerodrome (491500N 0021520W), approximately 2.5 NM NW of ARP up to 400 FT AGL and occasionally up to 1000 FT AGL. ATC will notify pilots of known model aircraft activity above 400 FT AGL which may affect their flights. (This may be via ATIS message).
h) Model Aircraft Glider flying may take place at various coastal locations up to 400 FT AGL.
i) Paraglider and Hang-Glider activity takes place in VMC conditions during daylight hours at designated coastal locations as follows:

i. L'Etacq – Approximately 2.5 NM NW of ARP up to 500 FT QNH.
ii. Plemont – Approximately 3 NM NNW of ARP in the vicinity of the Les Landes Racecourse (VRP) up to 500 FT QNH.

iii. La Pulente – Approximately 2 NM SW of ARP up to 500 FT QNH.
iv. Greve de Lecq – Approximately 2.5 NM N of ARP up to 500 FT QNH.
v. Bonne Nuit – Approximately 3 NM NE of ARP in the vicinity of the Fremont TV Mast (VRP) up to 600 FT QNH.
vi. Bouley Bay – Approximately 4 NM ENE of ARP up to 600 FT QNH.
vii. Noirmont Point – Approximately 2 NM SSE of ARP up to 500 FT QNH.
viii. Portelet – Approximately 2 NM S of ARP up to 500 FT QNH.
ix. La Moye – Approximately 2 NM SSW of ARP up to 500 FT QNH.
x. Gorey – Approximately 6.5 NM E of ARP up to 500 FT QNH.

ATC will notify pilots of known activity within these sites which may affect their flights (This may be via ATIS message).

j) Sites are administered by the Jersey Hang Gliding and Paragliding Club (JHPC). Visiting pilots wishing to use these sites are required to be fully briefed by the JHPC as to the conditions imposed on hang gliding and paragliding operations.
k) Pilots may experience Runway 26 ILS Localiser signal fluctuations due to the proximity of the localiser array to the runway.

5 HELICOPTER OPERATIONS

a) Helicopters are to use the main runway for all arrivals and departures as no specific helicopter landing area exists.
b) Helicopters with a MTOW 1400 KG or less may be handled by the Jersey Aero Club and parked on the grass area at the Aero Club, southwest of Holding Point Hotel, space permitting. Helicopters with a MTOW in excess of 1400 KG must be handled by Gama Aviation and parked on the GAMA or Eastern Apron.
c) Handling must be pre-booked either with the Jersey Aero Club, email: info@jerseyaeroclub.com, Tel: +44 (0)1534-743990 or Gama Aviation. Tel: +44 (0)1534-496496 as appropriate.

6 USE OF RUNWAYS

a) In accordance with EU OPS Subpart E the following approach operations are available to approved operators:

i. Runway 08 suitable for Lower than Standard Category I and Enhanced Vision System (EVS) operations supported by an ILS Classification of I/T/3;
ii. Runway 26 suitable for Lower than Standard Category I and Enhanced Vision System (EVS) operations supported by an ILS Classification of I/T/3.

b) Operators shall inform ATC when they intend to fly a Lower Than Standard Category I or EVS approach in order that the required safeguarding can be ensured. Practice Lower Than Standard Category I or EVS approaches will not be afforded safeguarding;
c) Operators attention is drawn to the likelihood that the local terrain on final approach to both Runway 26 and Runway 08 is considered to be challenging for radio altimeters and auto-land procedures.
d) Landing aircraft vacating Runway 26 via Taxiway Bravo should endeavour to keep the aircraft in continuous motion until passing Bravo 1 to reduce the likelihood of localiser signal fluctuations for subsequent traffic.
e) When back tracking is necessary, aircraft greater than 28,000 KG MTOW should make all turns greater than 90 degrees on the concrete runway ends only.

7 TRAINING

a) All flight training MUST be booked in advance with the Jersey ATC Supervisor. Tel +44 (0)1534-446086. Submission of a FPL does not constitute a request for training.
b) Military flight training restricted to between 0900-1900 (0800-1800).

8 Operation of Advanced Surveillance System

a) To cooperate with the Mode-S based Advanced Surveillance System, aircraft operators intending to use Jersey airport should ensure that the Mode S transponder is able to operate when the aircraft is on the ground.
b) Pilots shall:

i. Select AUTO mode and the assigned Mode A code.
ii. If AUTO mode is not available, select ON (e.g. XPDR) and the assigned Mode A code:

- From the request for towed push-back or taxi, whichever is earlier.
- After landing, continuously until the aircraft is fully parked in its stand.
- When the aircraft is fully parked, they shall select standby.

c) Whenever the aircraft is capable of reporting Aircraft Identification (i.e. call sign used in flight), this should be entered (through the FMS or the Transponder Control Panel) at the time of the request for towed push-back or taxi, whichever is earlier.
d) Air crew must use the ICAO defined format to enter the Aircraft Identification.
e) To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS should not be selected before receiving clearance to line up and should be deselected after vacating the runway.

EGJJ AD 2.21 NOISE ABATEMENT PROCEDURES

a) The following Noise Preferential Routeings and Procedures will apply to all aircraft taking off, landing or going around from this airport and will apply in both VMC and IMC unless otherwise instructed by ATC.

b) Propeller Driven Aircraft and Helicopters:

i. Runway 26 – Take-off – VFR/SVFR - Climb straight ahead to a minimum of 800 FT AMSL (523 FT AAL) before turning and climb as rapidly as is compatible with safety to not less than 1000 FT AMSL (723 FT AAL).
ii. Runway 26 – Take-off – IFR - Climb straight ahead to a minimum of 900 FT AMSL (623 FT AAL) before turning.
iii. Runway 26 – Landing – Maintain at least 1300 FT AMSL (1023 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700 KG and making a visual approach, land must not be overflown below 800 FT AMSL (523 FT AAL) until on final approach.
iv. Runway 08 – Take-off – VFR/SVFR - Climb straight ahead to a minimum of 800 FT AMSL (523 FT AAL) before turning and climb as rapidly as is compatible with safety to not less than 1000 FT AMSL (723 FT AAL).
v. Runway 08 – Take-off – IFR - Climb straight ahead to a minimum of 900 FT AMSL (623 FT AAL) before turning.
vi. Runway 08 – Landing – Maintain at least 1300 FT AMSL (1023 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility. If under 5700 KG and making a visual approach, land must not be overflown below 800 FT AMSL (523 FT AAL) until on final approach.
vii. Wherever possible pilots should avoid overflying the island below 1000 FT AGL.
viii. Circuit Altitude - Whenever cloud base permits, aircraft should maintain the following altitudes and make the majority of the circuit over the sea:

- Standard circuit altitude for propeller driven aircraft is 1300 FT AMSL (1023 FT AAL).
- Standard circuit altitude for turbo-jet aircraft is 1800 FT AMSL (1523 FT AAL).

c) Turbo-Jet Aircraft:

The Noise Abatement Zone for turbo-jet aircraft covers the whole island and extends for 5 NM beyond the coastline. Noise technique reduced power should be maintained until clear of the Noise Abatement Zone.

i. Runway 26 – Take-off – Climb straight ahead to a minimum of 1800 FT AMSL (1523 FT AAL) before turning.
ii. Runway 26 – Landing – Maintain 1800 FT AMSL (1523 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.
iii. Runway 08 – Take-off – Climb straight ahead to a minimum of 1800 FT AMSL (1523 FT AAL) before turning.
iv. Runway 08 – Landing – Maintain 1600 FT AMSL (1323 FT AAL) until intercepting the ILS glidepath or PAPI indication and thereafter descend on the facility.

d) The Noise Preferential Routeings and Procedures are supplementary to the noise abatement take-off techniques as used by piston-engined, turbo-prop and turbo-jet aircraft.
e) All aircraft departing from Runway 26 at Jersey and routeing to the south of the airport under VFR, must climb straight ahead to 800 FT AMSL (523 FT AAL) before turning left and must route via Corbiere lighthouse (4911N 00215W). Thereafter as much of the flight as practicable must be conducted over the sea.
f) Chapter two aircraft are not permitted to use Jersey Airport unless the operator has specific prior permission from the Airport Authority.
g) The use of this airport outside published hours will be subject to the approval of the Airport Authority.
h) Testing of pure jet engines will not be permitted outside of normal hours without the prior permission of the Airport Authority, Tel: 07797-718688.
i) Any pure jet aircraft using this airport shall, except in extenuating circumstances, satisfy the airport authority that the type of aircraft to be flown into and out of this airport shall be operated in a manner calculated to cause the minimum disturbance practicable.
j) Every pure jet aircraft using this airport shall, after take-off, be operated in such a way that it will not cause more than 110 PNdB by day (day is defined as 0700-2230 (0600-2130) for this purpose) or 102 PNdB by night (night is defined as 2230-0700 (2130-0600) for this purpose).
k) Every pure jet aircraft using the airport shall after take-off maintain, a rate of climb of at least 500 FT per minute, at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.
l) Continuous Descent Approaches

i. Turbojet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
ii. Aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. The objective will be to fly the optimum descent profile employing minimum engine thrust, ideally from top of descent and in a low drag configuration, prior to the final approach fix.
iii. ATC will provide an estimated track distance from touchdown as soon as practicable for aircraft which are not on or have been removed from a STAR, to allow pilots to descend at a rate they judge best suited to achieve continuous descent approach profile without using more power or drag than necessary.
iv. Pilots who require additional track mileage to facilitate a successful continuous descent approach should inform ATC as soon as possible.

m) These requirements may at any time be departed from to the extent necessary for avoiding immediate danger.

EGJJ AD 2.22 FLIGHT PROCEDURES

1 CARRIAGE AND OPERATION OF SSR TRANSPONDERS

a) The carriage and operation of SSR transponder equipment with the minimum following capability is mandatory when flying within the Channel Islands CTR, CTA or TMA:

i. When operating as a VFR or Special VFR Flight - Mode A 4096 codes;
ii. when operating under IFR - Mode A 4096 codes and Mode C with altitude reporting capability.

b) Exemptions from the requirements may be given in the following circumstances:

i. For notified agreed events such as air rallies, etc. applications for exemption must be made in writing to the Manager Air Traffic Control - Air Traffic Control, Jersey Airport, Channel Islands, (email atcsupervisor@ports.je) at least one calendar month before the event;
ii. For short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport (+44 (0)1534-446086) giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.

c) Transponder operating procedures are detailed at ENR 1.6, section 2 inclusive of procedures to be followed in the event of transponder failure.

2 RADAR SERVICE

a) Jersey ATC provides Radar Control Service to all aircraft within the Channel Islands CTR, CTA and TMA.

3 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.

4 ADJACENT FIRS

a) The attention of pilots proceeding to or from the Channel Islands CTR, CTA or TMA via the adjacent FIRs of London and Brest is drawn to the differences in the regulations of those regions relating to IFR/VFR Flights.

5 PROCEDURES FOR INBOUND AIRCRAFT

a) The standard routes for IFR aircraft inbound to Jersey are at AD 2-EGJJ-7-1/2 these however, may be varied at the discretion of ATC.

6 VFR FLIGHT

a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR.
b) VFR clearance to operate within the Jersey ATZ will not be granted to aircraft if the reported visibility is less than 5 KM or the reported cloud ceiling is less than 1500 FT in accordance with Standardised European Rules of the Air SERA.5001.
c) Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
d) Pilots flying VFR or Special VFR between Jersey and the UK South Coast (Bournemouth, Southampton, Isle of Wight areas), should expect to route via Cap de La Hague (VRP) on the French Coast. Pilots should exercise caution with regard to the Prohibited Areas at Cap Flamanville and Cap de La Hague.
e) Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
f) VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

7 SPECIAL VFR FLIGHT

a) Prior Permission

i. A flight plan must be filed for all Special VFR flights in the Channel Islands CTR.
ii. Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR Flights in SERA.5010.
iii. The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within, or to transit the Channel Islands CTR.

b) Special Routes

i. Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
ii. Special VFR may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

c) Weather Minima

i. Aircraft shall be given a radar service whilst within the Channel Islands CTR. It is the responsibility of the pilot to remain at all times clear of cloud and in sight of the surface. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
ii. Special VFR clearance to operate within the Jersey ATZ will not be granted to a fixed wing aircraft if the reported visibility is less than 1500 M or the reported cloud ceiling is less than 600 FT.

iii. Special VFR clearance to operate within the Jersey ATZ for the purpose of proceeding to or from Jersey Airport will not be granted to a helicopter if the reported visibility is less than 800 M or the reported cloud ceiling is less than 600 FT.

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

8 SARK RESTRICTED AREA

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

9 VISUAL CIRCUIT PROCEDURES

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

10 VISUAL REFERENCE POINTS (VRP)

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

11 PROCEDURES OUTSIDE THE CHANNEL ISLANDS CONTROL ZONE

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

12 OMNIDIRECTIONAL DEPARTURES

a) Only available with ATC clearance.

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

13 FLIGHT PLANS

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

EGJJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGJJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGJJ-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGJJ-2-2
CHANNEL ISLANDS CONTROL ZONE - VISUAL REFERENCE POINTS (VRPs)
AD 2.EGJJ-3-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGJJ-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 LUSIT 1A 1B DIN 3A 2B ORVAL 1A 1B - ICAO
AD 2.EGJJ-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 ORTAC 3A 2B BENIX 5A 3B - ICAO
AD 2.EGJJ-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 SKERY 3A 2B OYSTA 2B - ICAO
AD 2.EGJJ-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08/26 LERAK 2A 2B TUNIT 3A 2B - ICAO
AD 2.EGJJ-6-4
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 ORTAC 1D ORIST 2D KETIK 1D LUSIT 1D - ICAO
AD 2.EGJJ-6-5
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 SKERY 1D TUNIT 1D - ICAO
AD 2.EGJJ-6-6
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 ORVAL 1D LERAK 1D - ICAO
AD 2.EGJJ-6-7
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08 MINQI 1D - ICAO
AD 2.EGJJ-6-8
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26 ORIST 2C - ICAO
AD 2.EGJJ-6-9
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26 ORTAC 1C - ICAO
AD 2.EGJJ-6-10
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26 SKERY 1C TUNIT 1C - ICAO
AD 2.EGJJ-6-11
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26 LUSIT 1C ORVAL 1C MINQI 1C LERAK 1C - ICAO
AD 2.EGJJ-6-12
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08 ORTAC 1D ORIST 2D KETIK 1D LUSIT 1D SKERY 1D
AD 2.EGJJ-6-13
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 08 TUNIT 1D ORVAL 1D LERAK 1D MINQI 1D
AD 2.EGJJ-6-14
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26 ORIST 2C ORTAC 1C SKERY 1C TUNIT 1C
AD 2.EGJJ-6-15
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 26 LUSIT 1C ORVAL 1C MINQI 1C LERAK 1C
AD 2.EGJJ-6-16
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 ORTAC 1K TUNIT 1K SKERY 1K BIGNO 1K LELNA 1K - ICAO
AD 2.EGJJ-7-1
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 BEVAV 1K LERAK 1K - ICAO
AD 2.EGJJ-7-2
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 ORTAC 1J LELNA 1J - ICAO
AD 2.EGJJ-7-3
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 TUNIT 1J SKERY 1L 1J BIGNO 1L 1J - ICAO
AD 2.EGJJ-7-4
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 BEVAV 1J MINQI 1J LERAK 1J - ICAO
AD 2.EGJJ-7-5
RNAV 1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 BIGNO 1R LELNA 1R ORTAC 1R SKERY 1R TUNIT 1R - ICAO
AD 2.EGJJ-7-6
RNAV 1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 08 BEVAV 1R LERAK 1R - ICAO
AD 2.EGJJ-7-7
RNAV 1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 BIGNO 1P LELNA 1P ORTAC 1P SKERY 1P - ICAO
AD 2.EGJJ-7-8
RNAV 1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 26 BEVAV 1P LERAK 1P MINQI 1P TUNIT 1P - ICAO
AD 2.EGJJ-7-9

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

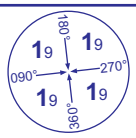
EGJJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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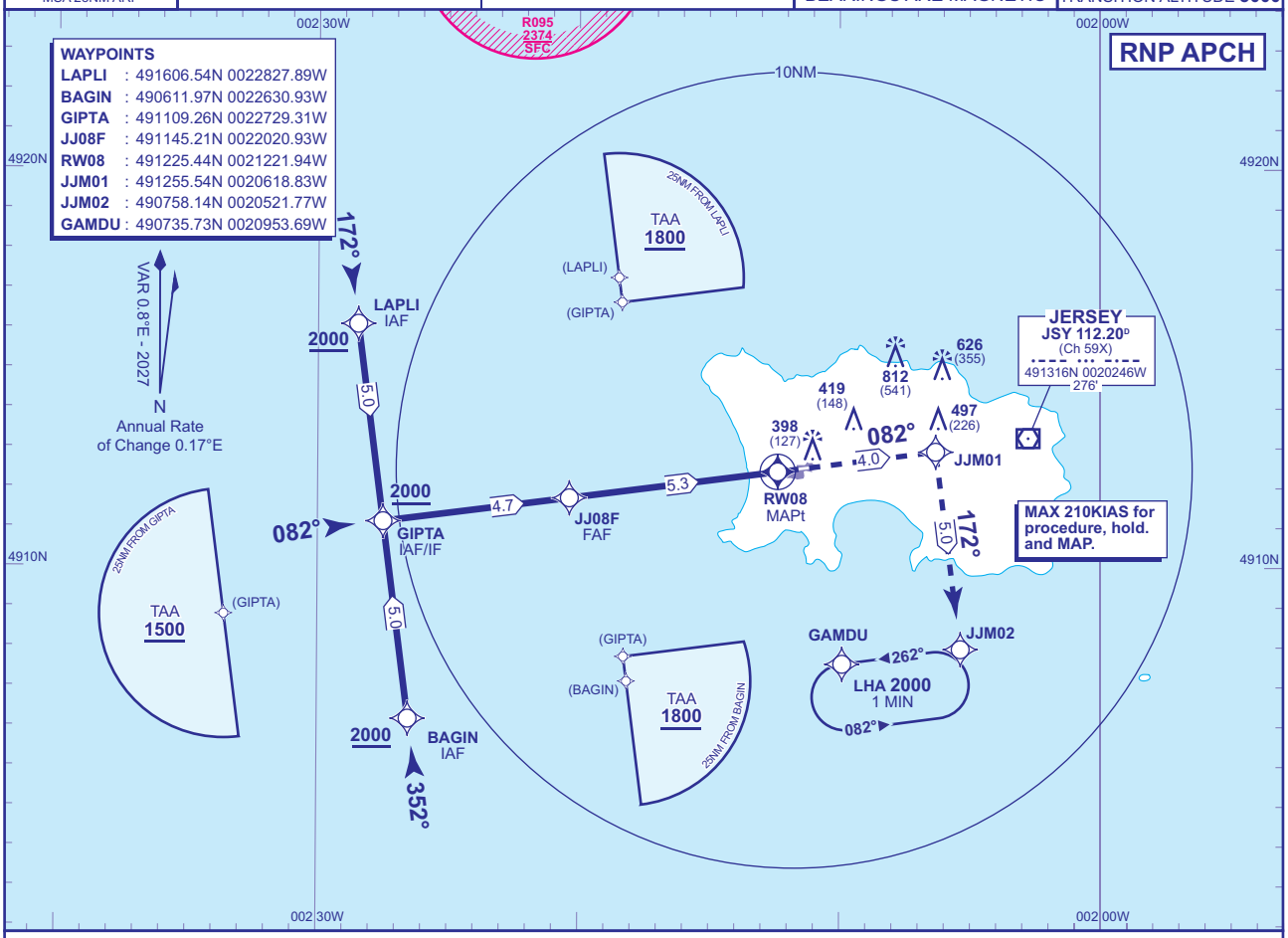
INSTRUMENT APPROACH CHART - ICAO

JERSEY
RNP
RWY 08
(ACFT CAT A,B,C,D)



MSA 25NM ARP

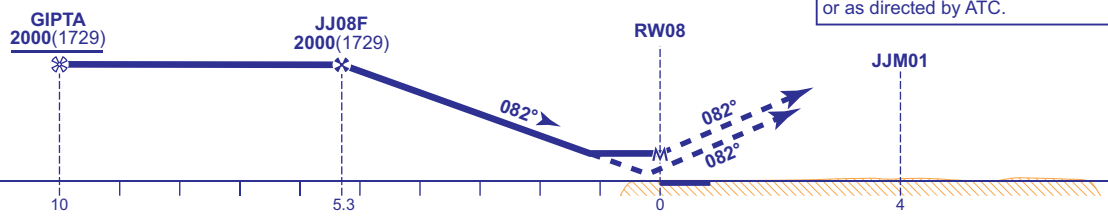
ATC	125.205, 120.455	JERSEY CONTROL	AD ELEVATION	277	EGNOS CH 61428 E08A
APP	120.305, 118.555	JERSEY APPROACH	THR ELEVATION	271	MIN TEMP -5°C
TWR	119.455	JERSEY TOWER	OBSTACLE ELEVATION 812 AMSL (541) (ABOVE THR)		TRANSITION ALTITUDE 5000
	121.905	JERSEY GROUND			
ATIS	134.680	JERSEY INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE LPV/VNAV Vertical Path Angle 3.0°(LNAV 5.24%), 320FT/NM					
NM to RW08	5	4	3	2	1
ALT(HGT)	**1910**(1639)	**1590**(1319)	**1280**(1009)	**960**(689)	**640**(369)

TCH 52

MAPt (LNAV): RW08
Continuous climb to **3000**. Initially climb straight ahead to **JJM01**, then turn right to **JJM02** and **GAMDU** to join the hold or as directed by ATC.



Aircraft Category		A	B	C	D
OCA (OCH)	LPV	**571**(300)	**571**(300)	**571**(300)	**571**(300)
	LNAV/VNAV	**571**(300)	**571**(300)	**571**(300)	**571**(300)
	LNAV	**621**(350)	**621**(350)	**621**(350)	**621**(350)
VM(C)OCA (OCH AAL)	Total Area	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

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

NOTE Aircraft will normally be required to hold not lower than **3000.**

CHANGE (13/26): OCA(OCH) LPV.

AERO INFO DATE 29 SEP 26

AD 2-EGJJ-8-3

INSTRUMENT APPROACH CHART - ICAO

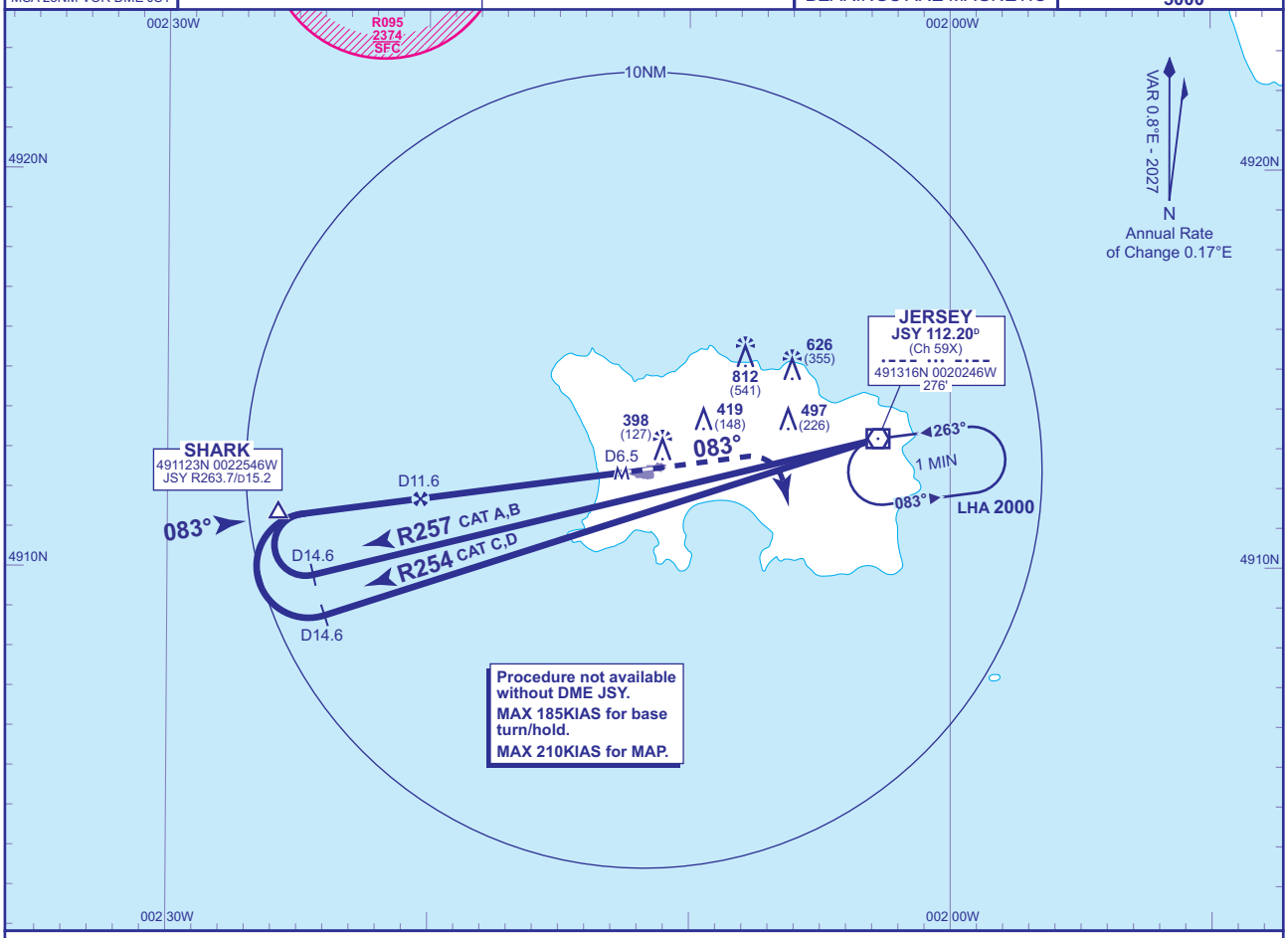
JERSEY VOR/DME RWY 08
(ACFT CAT A,B,C,D)

MSA 25NM VOR DME JSY

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

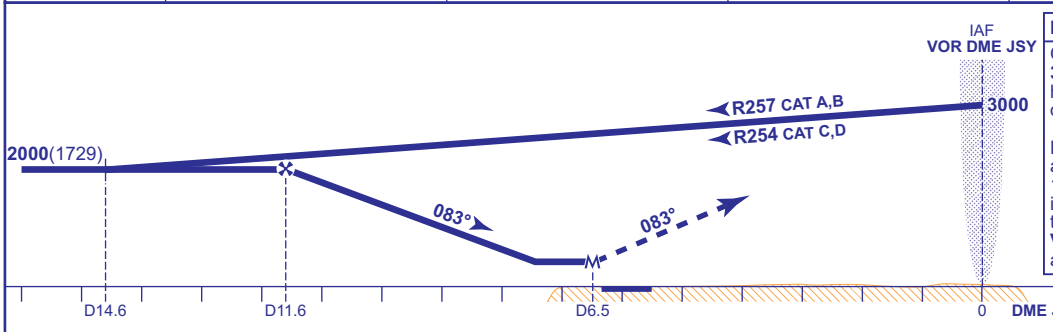
AD ELEVATION	**277**
THR ELEVATION	**271**
OBSTACLE ELEVATION	**812 AMSL** (541) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

THR (JSY DME)	5(11.3)	4(10.3)	3(9.3)	2(8.3)
ALT(HGT)	**1920**(1649)	**1600**(1329)	**1280**(1009)	**960**(689)



MAPt JSY DME 6.5

Climb straight ahead to **3000**, then turn right heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn right direct to **VOR JSY** to join the hold at **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**660**(389)	**660**(389)	**660**(389)	**660**(389)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	850	750	640	530	430

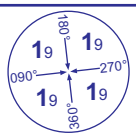
DIRECT ARRIVALS
Subject to ATC approval, following standard arrival routes to SHARK, from SHARK establish on extended FAT JSY R263, then descend to **2000**(1729) then continue as for basic procedure.

CHANGE (2/26): JERSEY CONTROL (SECONDARY) FREQUENCY.

AERO INFO DATE 21 NOV 25 AD 2-EGJJ-8-4

INSTRUMENT APPROACH CHART - ICAO

JERSEY
LOC/DME/VOR
RWY 26
(ACFT CAT A,B,C,D)

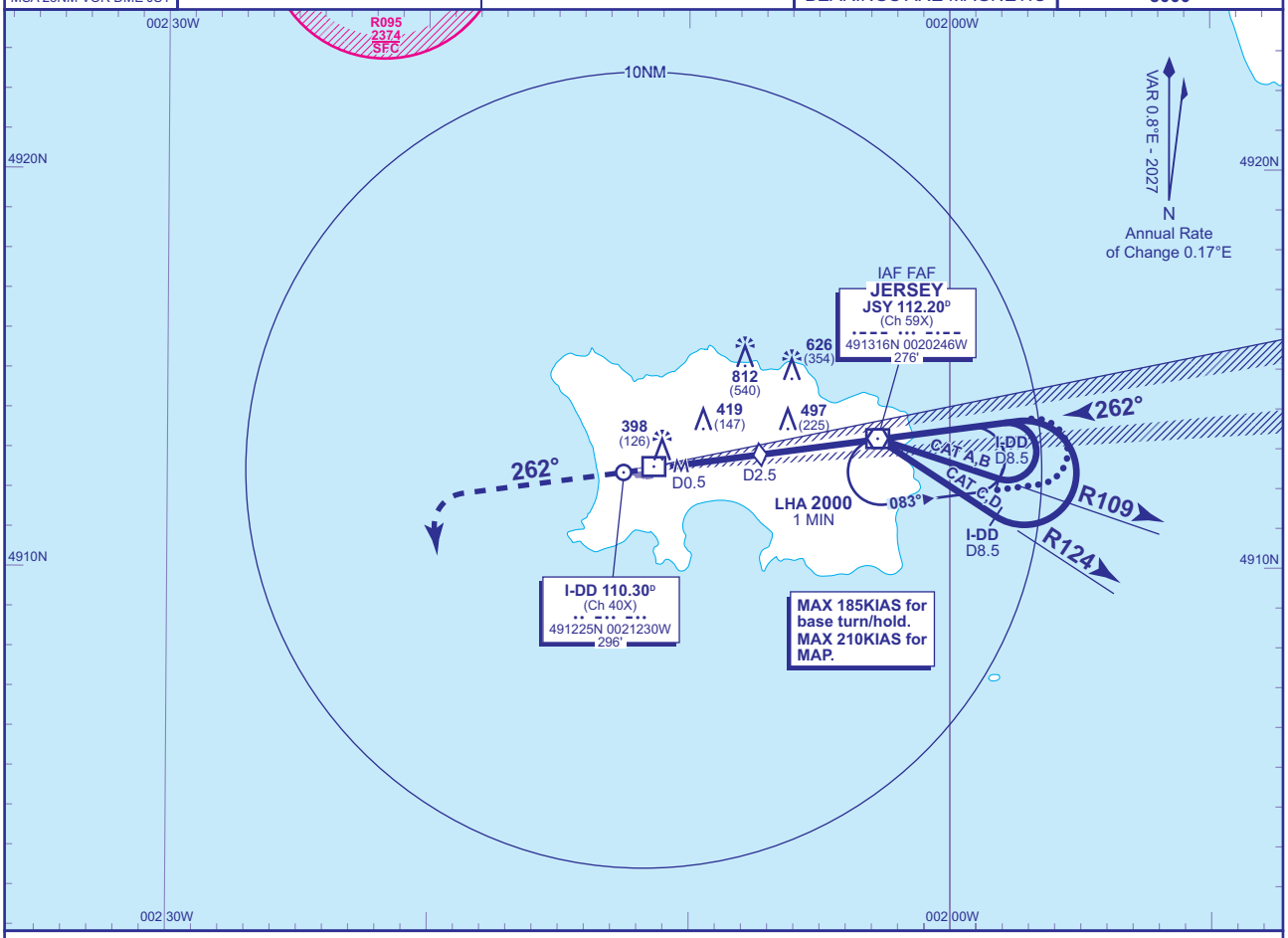


MSA 25NM VOR DME JSY

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

AD ELEVATION	277
THR ELEVATION	272
OBSTACLE ELEVATION 812 AMSL (540) (ABOVE THR)	
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
5000



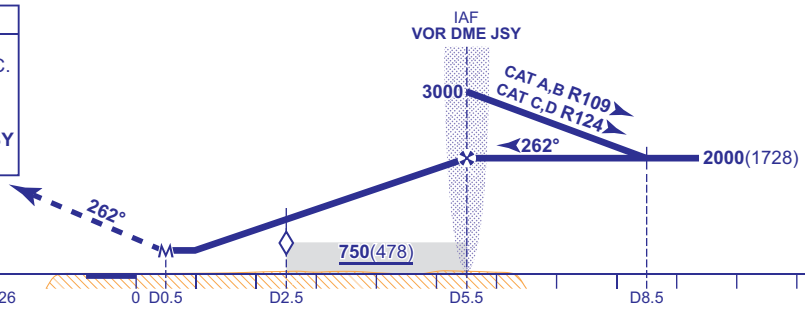
RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM

DME I-DD	5	4	3	2.5 **(SDF)**	2	1
ALT(HGT)	**1910**(1638)	**1590**(1318)	**1270**(998)	**1110**(838)	**960**(688)	**640**(368)

MAPt I-DD D0.5

Climb straight ahead to **3000**, then turn left heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn left direct to **VOR JSY** to join the hold at **3000**.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**620**(348)	**620**(348)	**620**(348)	**620**(348)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	840	740	630	530	420

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF VOR JSY at **3000**. Extend the outbound leg of the holding pattern descending to **2000**(1728). At I-DD D9.5 turn left onto the LOC, when established, continue as for main procedure.

NOTE Localiser fluctuations may be experienced. See EGJJ AD 2.20 Local Traffic Regulations 6(d).

CHANGE (7/26): DME I-DD ELEVATION REVISED.

AERO INFO DATE 14 APR 26

INSTRUMENT APPROACH CHART - ICAO

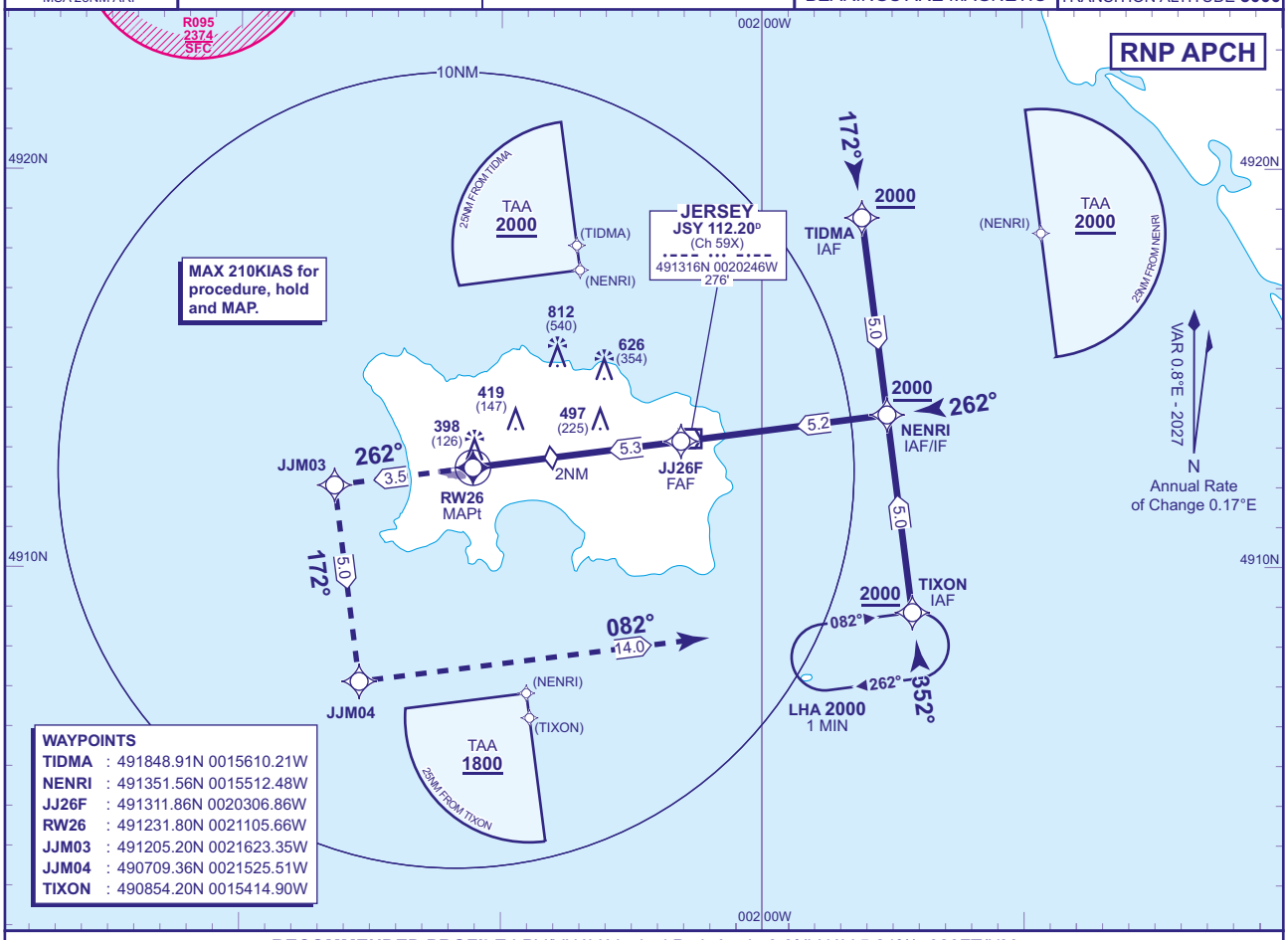
JERSEY
RNP
RWY 26
(ACFT CAT A,B,C,D)

ATC	125.205, 120.455	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

MSA 25NM ARP

AD ELEVATION	277
THR ELEVATION	272
OBSTACLE ELEVATION	812 AMSL (540) (ABOVE THR)
BEARINGS ARE MAGNETIC	

EGNOS **CH 63839 E26A**
MIN TEMP **-5°C**
TRANSITION ALTITUDE **5000**



WAYPOINTS

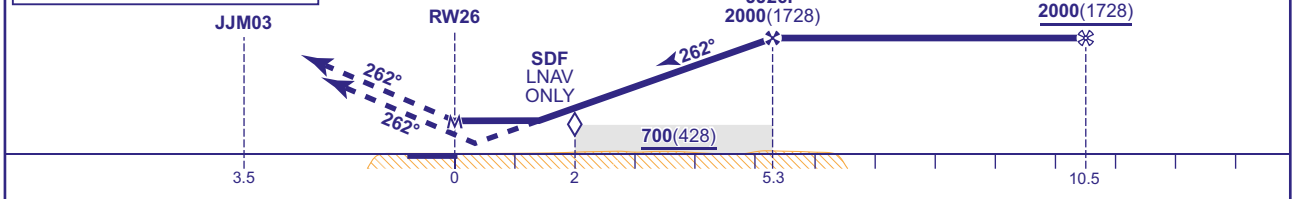
TIDMA	491848.91N 0015610.21W
NENRI	491351.56N 0015512.48W
JJ26F	491311.86N 0020306.86W
RW26	491231.80N 0021105.66W
JJM03	491205.20N 0021623.35W
JJM04	490709.36N 0021525.51W
TIXON	490854.20N 0015414.90W

RECOMMENDED PROFILE LPV/VNAV Vertical Path Angle 3.0°(LNAV 5.24%), 320FT/NM

NM to RW26	5	4	3	2 **(SDF)**	1
ALT(HGT)	**1910**(1638)	**1600**(1328)	**1280**(1008)	**960**(688)	**640**(368)

MAPt (LNAV): RW26
Continuous climb to **3000**. Initially climb straight ahead to **JJM03** then turn left to **JJM04** and **TIXON** to join the hold or as directed by ATC.

TCH 52



Aircraft Category		A	B	C	D
OCA (OCH)	LPV	**580**(308)	**580**(308)	**580**(308)	**580**(308)
	LNAV/VNAV	**580**(308)	**580**(308)	**580**(308)	**580**(308)
	LNAV	**652**(380)	**652**(380)	**652**(380)	**652**(380)
VM(C)OCA (OCH AAL)	Total Area	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

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

NOTE Aircraft will normally be required to hold not lower than **3000**.

CHANGE (13/26): OCA(OCH) LPV.

AERO INFO DATE 29 SEP 26

		Taxiway B RWY-NORTH APRN: 15 M Surface: Macadam PCR 400/F/C/W/U Taxiway C RWY-RWY: 10.5 M Surface: Macadam PCR 400/F/C/W/U Taxiway D D2-W/SIDE APRN: 10.5 M Surface: Macadam PCR 400/F/C/W/U Taxiway D RWY-D2: 15 M Surface: Macadam PCR 400/F/C/W/U Taxiway G G1-TWY D: 7.5 M Surface: Grass -
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGBP 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	Stand 1, 2, 3 and 4 on D-site apron, have self-manoeuvring markings. Stands 1-3 are suitable for aircraft with a maximum wingspan of 28 M. Entrance to Stands 1-3 are via Taxiway G. Entrance to Stand 4 is via Taxiway A and is suitable for B737-800 and A321.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Runway designation, threshold and centre-line, touchdown zone and fixed distances. Runway width is designated by side stripe markings. Runway light(s): Runway edge and end of pavement lights. Amber guard lights at Alpha 3, Bravo 1 and Delta 1. Taxiway marking aid(s): Taxiways A, B, C, D have yellow centre-line and edge markings. Taxiway light(s): Illuminated Hold boards at Alpha 3, Bravo 1 and Delta 1.
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	3 WDIs: 514004.63N 0020303.21W; 514004.67N 0020353.63W; 514002.65N 0020322.54W (LGTD) abeam control tower, mid-point Runway 08/26. All Runway and taxiway marking are to EASA/ICAO standard not CAA.

EGBP 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.

EGBP 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 -
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/telephone through Kemble Operations Department.
6	Flight documentation Language(s) used	- English.
7	Charts and other information available for briefing or consultation	Form 214/215/415 TAF/METAR AIRMET. Internet access.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	KEMBLE
10	Additional information (limitation of service, etc.)	Unofficial observations made during AD hours.

EGBP 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	080.41°	1972 x 43 M	RWY surface: Asphalt PCR 400/F/C/W/U	514000.60N 0020407.12W 159.9 FT	THR 433.4 FT -	-
26	260.43°	1972 x 43 M	RWY surface: Asphalt PCR 400/F/C/W/U	514009.33N 0020243.97W 159.8 FT	THR 411.1 FT -	-
08G	080.37°	561 x 18 M	RWY surface: Grass -	514006.96N 0020334.09W 159.9 FT	THR 434.5 FT -	-
26G	260.37°	561 x 18 M	RWY surface: Grass -	514010.00N 0020305.28W 159.9 FT	THR 428.3 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
-	-	1917 x 150 M	158 x 90 M -	-	-	RWY 08 Threshold displaced by 170 M. The longitudinal slope for Runway 08/26 exceeds the 1.5% maximum slope for 95 M starting from the threshold of Runway 26. The local slope is 1.66% up. Elevated Aerodrome Ground Lighting mounted on white edge markings, 1 M in from runway physical edge. OFZ: Yes.
-	-	1917 x 150 M	90 x 90 M -	-	-	RWY 26 Threshold displaced by 183 M. The longitudinal slope for Runway 08/26 exceeds the 1.5% maximum slope for 95 M starting from the threshold of Runway 26. The local slope is 1.66% up. Elevated Aerodrome Ground Lighting mounted on white edge markings, 1 M in from runway physical edge. OFZ: Yes.
-	-	621 x 60 M	-	-	-	RWY 08G
-	-	621 x 60 M	-	-	-	RWY 26G

EGBP AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	1758 M	1758 M	1798 M	1778 M	-
26	1799 M	1799 M	1799 M	1640 M	-
08	1149 M	1149 M	1189 M	-	Take-off from intersection of Taxiway D.
08	975 M	975 M	1015 M	-	Take-off from intersection of Taxiway B.
26	1410 M	1410 M	1410 M	-	Take-off from intersection of Taxiway A.
26	637 M	637 M	637 M	-	Take-off from intersection of Taxiway B.
08G	561 M	561 M	561 M	561 M	-
26G	561 M	561 M	561 M	561 M	-

EGBP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	-	Light intensity high Elevated green wingbars	APAPI Left/3° 29 FT 184 M	-	-	Elevated bi-directional 60 M spacing White Light intensity high	Red	-	-
26	-	Light intensity high Elevated green wingbars	APAPI Left/3° 29 FT 138 M	-	-	Elevated bi-directional 60 M spacing White Light intensity high	Red	-	-

EGBP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 514011.31N 0020326.56W Flashes during published hours. When aerodrome is open.
2	LDI location and lighting Anemometer location and lighting	-
3	TWY edge and centre line lighting	EDGE: Elevated blue edge lights on Taxiway B and North Apron. Blue reflective markers on Taxiway D, from Taxiway B to Woodside apron.
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGBP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF A: 514011.90N 0020310.68W, 159.9 FT TLOF B: 514009.82N 0020349.31W, 159.9 FT
2	TLOF and/or FATO elevation	TLOF A: 434.1 FT TLOF B: 434.6 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-

6	APP and FATO lighting	-
7	RMK	Helipad A located on Stand 1 (D-site apron). Helipad B located on North Apron.

EGBP 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
KEMBLE ATZ A circle, 2 NM radius, centred at 514005N 0020325W on longest notified runway (08/ 26)	Upper limit: 2436 FT ALT Lower limit: SFC	G	KEMBLE INFORMATION English	3000 FT	-	ATZ 2000 FT AAL.

EGBP 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	KEMBLE INFORMATION	118.430 DOC 25 NM/4,000 FT.	-	-	0900-1700 (0800-1600); and by arrangement.	ATZ hours H24.

EGBP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

INTENTIONALLY BLANK

EGBP AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Special procedures are in force for some flying events, details as published by AIC and NOTAM.
b) Non-Radio aircraft not accepted.
c) 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 crew member who is known to be competent to ensure his/her and the passengers safety. The wearing of high visibility clothing is mandatory.
d) Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking whilst airside is observed.
e) Aerodrome is not available when closed/out of published hours, to aircraft without a valid out of hours indemnity form.

2 GROUND MOVEMENT

a) Vehicles cross the runway at 08 threshold under traffic light control during aerodrome operating hours.
b) Taxiway Alpha between A1-A2 and Taxiway Charlie may be closed at any time. Essential aerodrome information will be provided by Kemble AFIS.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Be aware of proximity of Aston Down gliding centre 4 NM NW, winch launching to 3000 FT AGL. Avoid South Cerney to the east, it is regularly active up to FL 120 with para dropping.
b) High performance aircraft occasionally carry out non-standard manoeuvres.
c) Windshear or turbulence may be experienced on final approach to Runway 26 in strong southerly or north westerly winds.
d) Grass areas, including grass runway 08/26 and golf taxiway, are subject to restricted use or closure due to waterlogging and subsequent soak away, during and following periods of wet weather.
e) During moderate/heavy rain, standing water forms at the runway edge on the start of Taxiway Delta. This may take up to 48 hours to drain.
f) Model flying operates from the south west corner of the aerodrome, position 513948.10N 0020349.60W, up to 200 FT and occasionally up to 400 FT, during daylight hours up to 2000 HR.

g) Kemble is a protected aerodrome and is situated within an FRZ/RPZ.

5 HELICOPTER OPERATIONS

a) All rotary traffic to call for engine/rotor start.
b) Helicopters may operate south of Runway 08/26 (asphalt) for training up to 700 FT AAL, inside the fixed wing circuit.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

a) All circuit training strictly PPR.

EGBP AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots should avoid overflying the villages and hamlets of Kemble, Kemble Wick, Rodmarton, Culkerton, Ashley and Chelworth, wherever possible.
b) Contact Kemble Operations for detailed noise abatement procedures.

EGBP AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Circuit Heights: Jet circuit 1500 FT AAL. Fixed-wing 1000 FT AAL.
b) The standard circuit patterns are Right hand Runway 08 and Left hand on Runway 26.
c) All fixed wing GA traffic to join overhead.

2 IFR DEPARTURES JOINING AIRWAYS

a) Aircraft departing Kemble IFR to the east or west should plan to join controlled airspace at CONKO.

Note: *KENET and CPT flight plans can all expect a CONKO join.*

b) Aircraft departing Kemble IFR to the north east should plan to join controlled airspace at either DAVENTRY (DTY) or HONILEY (HON).
c) Aircraft departing Kemble IFR to the north west should plan to join controlled airspace at KISWO.

3 INSTRUMENT APPROACH PROCEDURES

a) IAPs at Cotswold/Kemble are established outside CAS.
b) There may be other airspace activity not known to Cotswold/Kemble within RAF Brize Norton's CAS and within Class G in VMC and IMC.
c) All IAPs must have a pre-booked approach time slot from Cotswold Airport's Ops on 01285-771177.
d) All IAP slot timings must be adhered to, in order to maintain separation.
e) For a BUSVE IAF join, a CAS zone transit is required from RAF Brize Norton ATC on 119.005.
f) RAF Brize Norton will not provide an approach service for aircraft arriving at Kemble.

EGBP AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBP AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBP-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGBP-2-2
INSTRUMENT APPROACH CHART RNP RWY 08 - ICAO
AD 2.EGBP-8-1
INSTRUMENT APPROACH CHART RNP RWY 26 - ICAO
AD 2.EGBP-8-2

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08
AD 2.EGBP-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 26
AD 2.EGBP-8-4

EGBP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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	-

4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	When traffic allows, light helicopters may arrive/depart directly to/from the appropriate apron or grass areas at the pilot's discretion. The aerodrome buildings must not be overflown.

EGPA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
KIRKWALL ATZ A circle, 2 NM radius, centred at 585729N 0025402W on longest notified runway (09/27)	Upper limit: 2058 FT ALT Lower limit: SFC	G	KIRKWALL APPROACH English	3000 FT	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.	-

EGPA 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 0.41°W (2027)	IORK	110.100 MHz	Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	585730.24N 0025301.68W	-	(RWY 09) Due to terrain LOC reduced coverage of +/- 10 degrees at 18 NM and +/- 35 degrees at 10 NM.
ILS/GP	IORK	334.400 MHz	Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	585724.13N 0025423.10W	-	3.5° ILS Ref Datum Hgt 46 FT.
ILS/LOC I 0.42°W (2027)	IKIR	110.100 MHz	Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	585727.67N 0025451.81W	-	(RWY 27) Due to terrain LOC reduced coverage of +/- 10 degrees at 18 NM and +/- 35 degrees at 10 NM.
ILS/GP	IKIR	334.400 MHz	Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900).	585733.03N 0025334.57W	-	3.5° ILS Ref Datum Hgt 33 FT.
VOR/DME 0.42°W (2027) -	KWL	23X 108.600 MHz	H24	585734.75N 0025338.06W	65 FT	On AD. DOC 25 NM/10000 FT. Terminal DME co-located and frequency paired with VOR. Available for approach and landing purposes only during the hours of ATC and AFIS. Due to terrain effects the DME may unlock in Sector 185 to 210 when aircraft are at ranges exceeding 15 NM.
NDB (L) 0.42°W (2027)	KW	395.000 kHz	H24	585733.36N 0025357.48W	-	On AD. Range 40 NM. Co-located at DME.
ILS/DME	IORK	38X	H24	585732.39N 0025357.41W	50 FT	(RWY 09) DME frequency paired with ILS I-ORK and I-KIR. Zero range is indicated at THR of Runway 09 and 27.
ILS/DME	IKIR	38X	H24	585732.39N 0025357.41W	50 FT	(RWY 27) DME frequency paired with ILS I-ORK and I-KIR. Zero range is indicated at THR of Runway 09 and 27.

EGPA AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Flying by aircraft not requiring a licensed aerodrome may be permitted by the licensee and may occur in daylight hours only, outside of published hours. Pilots must comply with the HIAL out of hours indemnity scheme. Details of the scheme and an application form are available from the HIAL website.
b) All personnel operating on the manouevring area must wear high visibility clothing.
c) The main apron is subject to security restrictions and searches.
d) Use of Kirkwall aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
e) Aircraft operators are responsible for the searching of any aircraft parked either overnight or within the demarcated areas prior to departure.

2 GROUND MOVEMENT

a) Taxiway E from E1 to Runway 27 is available for day use only by aircraft of less than 11 tonnes MAUW with an outer main gear wheel span less than 6 M and/or wingspan/rotor disc less than 18 M.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Grass areas outside strip are unfit for transit of aircraft because of open drains. Aerodrome is subject to water-logging.
b) 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.
c) A section 549 M in length, on Runway 14/32, commencing at the Southeast end of the runway, has a down gradient of 1 in 50 (1. 1°).
d) Severe turbulence and occasionally windshear may be encountered on final approach to Runway 27 below 400 FT during periods of strong winds from between the southwest and northwest.
e) A public road passes under the take-off and climb paths of Runway 27. A height allowance of 15 FT to clear a vehicle on this road must be applied to performance calculations for departures from these runways.
f) Security post 3 M high at the apron edge adjacent to passenger gates. Pilots of aircraft not receiving marshalling assistance should exercise caution when taxiing or parking in front of the terminal.
g) Birds, including geese, may be encountered on the Runway 09 and 27 approaches and climb-outs.

5 HELICOPTER OPERATIONS

a) Direct departures from the small apron, taxiways or grass areas can be permitted at pilot's own discretion. Overflying the aprons, aerodrome buildings and parked aircraft is to be avoided.
b) Hot refuelling may be permitted on the main apron subject to PPR.

6 USE OF RUNWAYS

a) Runway 09/27

   i. Except where an AOC holder has a less restrictive state-authorised take-off minima, Runway 09/27 departures are not permitted when the reported MET visibility is 400 M or less.

b) Runway 14/32

   i. Except where an AOC holder has a less restrictive state-authorised take-off minima, Runway 14/32 departures are not permitted when the reported MET visibility is 800 M or less.
   ii. Runway 14/32 is not available for take-off and landing at night.
   iii. During apron congestion, Runway 14/32 may become unavailable at short notice due to infringing aircraft parked on the main apron or on the Runway 32 undershoot (between R5 and E1).

7 TRAINING

a) Training flights are by prior arrangement only and are subject to approval from ATC.

EGPA AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots of jet aircraft are required to avoid overflying Kirkwall town.

EGHC 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.

EGHC 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/internet.
6	Flight documentation Language(s) used	METARs and TAFs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	ATIS 122.830 MHz.
9	ATS units provided with information	LAND'S END
10	Additional information (limitation of service, etc.)	Routine observations made at H+20 and H+50 during AD hours.

EGHC 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	019.64°	483 x 19 M	RWY surface: Grass -	500604.05N 0054027.36W 174.3 FT	THR 379.5 FT -	RWY 02 1:338 Up RWY 20 -1:338 Down
20	199.64°	483 x 19 M	RWY surface: Grass -	500617.61N 0054019.84W 174.3 FT	THR 381.8 FT -	RWY 02 1:338 Up RWY 20 -1:338 Down
07	064.73°	693 x 18 M	RWY surface: Asphalt -	500605.28N 0054043.04W 174.3 FT	THR 357.2 FT -	RWY 07 1:66 Up RWY 25 -1:66 Down
25	244.74°	693 x 18 M	RWY surface: Asphalt -	500613.98N 0054014.37W 174.3 FT	THR 389.0 FT -	RWY 07 1:66 Up RWY 25 -1:66 Down
11	112.73°	478 x 18 M	RWY surface: Grass -	500609.00N 0054028.28W 174.3 FT	THR 384.7 FT -	RWY 11 -1:141 Down RWY 29 1:141 Up
29	292.73°	478 x 18 M	RWY surface: Grass -	500603.77N 0054008.87W 174.3 FT	THR 395.3 FT -	RWY 11 -1:141 Down RWY 29 1:141 Up
16	158.22°	784 x 18 M	RWY surface: Asphalt -	500618.48N 0054019.52W 174.3 FT	THR 382.6 FT -	RWY 16 1:1170 Up RWY 34 -1:1170 Down
34	338.22°	784 x 18 M	RWY surface: Asphalt -	500557.94N 0054006.77W 174.2 FT	THR 385.7 FT -	RWY 16 1:1170 Up RWY 34 -1:1170 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
-	-	543 x 60 M	-	-	-	RWY 02 Threshold displaced by 12 M.
-	-	543 x 60 M	-	-	-	RWY 20 Threshold displaced by 27 M.
-	-	753 x 60 M	-	-	-	RWY 07
-	-	753 x 60 M	-	-	-	RWY 25 Threshold displaced by 63 M.
-	-	538 x 60 M	-	-	-	RWY 11 Threshold displaced by 60 M.
-	-	538 x 60 M	-	-	-	RWY 29 Runway 29 is for take-off only.
-	-	844 x 140 M	-	-	-	RWY 16 Threshold displaced by 101 M. 17.5 M starter strip.
-	60 x 150 M	844 x 140 M	-	-	-	RWY 34

EGHC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
16	784 M	784 M	784 M	683 M	-
34	724 M	784 M	724 M	724 M	-
07	693 M	693 M	693 M	693 M	-
25	693 M	693 M	693 M	630 M	-
02	483 M	483 M	483 M	471 M	-
20	483 M	483 M	483 M	456 M	-
11	478 M	478 M	478 M	418 M	-
29	478 M	478 M	478 M	-	Not licensed for landing.

EGHC 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	RTIL Strobes either side of landing threshold. -	Green	APAPI -/3.5° 30 FT 88 M	-	-	Elevated omni-directional Light intensity high	Stop End Red	-	-
25	RTIL Strobes either side of landing threshold. -	Green wingbars	APAPI -/4.5° 30 FT 135 M	-	-	Elevated omni-directional Light intensity high	Stop End 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
16	RTIL Strobes either side of landing threshold. -	Green wingbars	APAPI -/3.5° 30 FT 128 M	-	-	Elevated omni-directional Light intensity high	Stop End Red	-	-
34	RTIL Strobes either side of landing threshold. -	Green	APAPI -/3.5° 30 FT 120 M	-	-	Elevated omni-directional Light intensity high	Stop End Red	-	-

EGHC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 500608.92N 0054005.38W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 500603.42N 0054019.18W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lights on Taxiway Alpha. Blue edge linlaners on Taxiway Bravo.
4	Secondary power supply/switch-over time	Yes - Diesel Generator. Auto Switch-over within 15 seconds.
5	Remarks	Main apron floodlighting. Blue edge linlaners on main apron. Holding points Alpha and Bravo both have lit holding point signs and wig-wags.

EGHC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 500609.29N 0054008.13W, 174.3 FT
2	TLOF and/or FATO elevation	TLOF: 397.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGHC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LAND'S END ATZ A circle, 2 NM radius, centred at 500610N 0054014W on longest notified runway (16/ 34)	Upper limit: 2398 FT ALT Lower limit: SFC	G	LAND'S END TOWER English	3000 FT	Mon-Fri 0810-1730 (0710-1730); Sat 0810-1245 (0710-1730); Sunday closed.	ATZ 2000 FT AAL.

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LAND'S END RMZ 501705N 0055014W - 501703N 0053706W - 500950N 0052951W - 495559N 0053109W - 495602N 0055051W - 494924N 0061338W thence clockwise by the arc of a circle radius 6 NM centred on 495451N 0061728W (STM NDB) to 500009N 0062148W - 500907N 0055514W - 501705N 0055014W	Upper limit: 4000 FT ALT Lower limit: SFC	G	LAND'S END TOWER English	3000 FT	-	ATS Unit callsign: Entering from East: Land's End Tower (eng) OR Culdrose Approach (eng). Entering from West: Scillies Approach (eng). Land's End RMZ hours coincident with EGHC AD hours as detailed in EGHC AD 2.3 or as activated by NOTAM.

EGHC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	LAND'S END TOWER	120.255 DOC 30 NM/8,000 FT.	-	-	Mon-Fri 0810-1730 (0710-1730); Sat 0810-1245 (0710-1730); Sunday CLOSED.	-
ATIS	LAND'S END INFORMATION	122.830 DOC 40 NM/ 10,000 FT.	-	-	Mon-Fri 0810-1730 (0710-1730); Sat 0810-1245 (0710-1730); Sunday CLOSED.	ATIS hours coincident with Tower hours.
OTHER	LAND'S END FIRE	121.600 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency	-

EGHC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGHC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Non-radio aircraft not accepted.
b) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
c) Personal electronic devices (ie mobile phones) are not to be used on the apron without specific authorisation.
d) All visitors must use the green walkways to cross the apron and remain in one tight group when airside.
e) For security reasons, all visiting aircraft and personnel must keep well clear of the scheduled Skybus aircraft.

2 GROUND MOVEMENT

a) Aircraft entering the apron for AVGAS will park as directed by ATC. Refuelling is a self service system and instructions are displayed on the pump. As soon as refuelling is complete, pilots must immediately call ATC to reposition the aircraft.
b) Pilots are to request ATC clearance for engine start.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Some parts of the manoeuvring area are undulating.
b) A public footpath tracks within the aerodrome boundary in the vicinity of the Runway 02 undershoot.
c) This aerodrome is prone to rapid changes in meteorological conditions.

		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	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

INTENTIONALLY BLANK

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

3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	Parts of the manoeuvring area can be used for take-off and landing as instructed by ATC (see AD 2.20 paragraph 5).

EGNM AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LEEDS BRADFORD CTR 535955N 0014027W - 535348N 0013100W - 534904N 0012703W thence clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to 534359N 0013847W - 535312N 0015259W thence clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to 535955N 0014027W	Upper limit: FL85 Lower limit: SFC	D	LEEDS APPROACH English	5000 FT	-	A Transition Altitude of 5000 FT is effective within the Leeds Bradford CTR/CTA during the notified hours of operation. To operate UAS above 400 FT AGL within this area, UAS operators a required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity.
LEEDS BRADFORD ATZ A circle, 2.5 NM radius, centred at 535158N 0013939W on the midpoint of the longest notified runway (14/32)	Upper limit: 2682 FT ALT Lower limit: SFC	D	LEEDS APPROACH English	5000 FT	H24	To operate UAS above 400 FT AGL within this area, UAS operators a required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity. ATZ 2000 FT AAL.

EGNM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LEEDS APPROACH	134.580 DOC 40 NM/ 10,000 FT	-	-	H24	VDF 535158.41N 0013925.17W On AD.
TWR	LEEDS DELIVERY	121.805 DOC 5 NM/GND.	-	-	0600-2200 (0500-2100).	Departing aircraft are to make initial call to Leeds Delivery during hours of operation. VDF on 120.305 MHz 535158.41N 0013925.17W On AD.
	LEEDS TOWER	120.305 DOC 25 NM/4,000 FT.	-	-	H24	
RADAR	LEEDS DIRECTOR	125.380 DOC 40 NM/ 10,000 FT.	-	-	As directed by ATC.	VDF on 134.580 MHz 535158.41N 0013925.17W On AD.
	LEEDS RADAR	134.580 DOC 40 NM/ 10,000 FT.	-	-	H24	
ATIS	LEEDS INFORMATION	118.030 DOC 50 NM/ 20,000 FT.	-	-	H24	-
OTHER	LEEDS FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGNM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.63°E (2027)	ILBF	110.900 MHz	HO	535129.15N 0013854.93W	-	(RWY 14)
ILS/GP	ILBF	330.800 MHz	HO	535208.89N 0014002.23W	-	3.5° ILS Ref Datum Hgt 46 FT.
ILS/LOC III 0.62°E (2027)	ILF	110.900 MHz	HO	535228.00N 0014025.37W	-	(RWY 32)
ILS/GP	ILF	330.800 MHz	HO	535146.82N 0013914.15W	-	3° ILS Ref Datum Hgt 50 FT.
VOR/DME 0.93°E (2027) 0.3°E (2021)	GAM	75X 112.800 MHz	H24	531653.28N 0005649.79W	115 FT	RNAV Substitution Only. VOR DOC: 20 NM/25,000 FT (40 NM in Sector R300-180). DME DOC: 80 NM/25,000 FT.
DME	ILBF	46X 110.900 MHz	H24	535200.78N 0013931.47W	676 FT	(RWY 14) On AD. DME freq paired with ILS I-LF and I-LBF. Zero range is indicated at THR of Runway 14 and 32.
DME	ILF	46X 110.900 MHz	H24	535200.78N 0013931.47W	676 FT	(RWY 32) On AD. DME freq paired with ILS I-LF and I-LBF. Zero range is indicated at THR of Runway 14 and 32.
NDB (L) 0.63°E (2027)	LBA	402.500 kHz	H24 ENR Purpose: Winter: Mon-Fri 0700-2245 Sat, Sun 0700-2200 Summer: 0600-2200, 2200-0600 (PPR)	535153.97N 0013910.38W	-	APCH Aid to Leeds Bradford. On Leeds Bradford AD. Range 25 NM. ENR Purpose: 535154N 0013910W

EGNM AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Mandatory handling applies for all visiting non-based aircraft.
b) Aircraft using the aerodrome are to carry Third Party Insurance cover of not less than £2,000,000.
c) The aerodrome is not available to aircraft unable to communicate with ATC by radio, unless by special arrangement with Airport Authority for maintenance purposes.
d) Use governed by regulations applicable to Leeds CTR.
e) Pilots not filing a flight plan are to book out by telephone directly with ATC. Book out by radio will not be accepted.
f) All flights, except General Aviation below 5700 KG and Military flights, are subject to the prior approval of Leeds Bradford Airport Ltd. and prior notification to Airport Coordination Ltd. (ACL), who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours, Mon-Fri 0830-1700 (0730-1600) by e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)113-391 3231 or email: airside.safetyunit@lba.co.uk. OCS account holders can add, change and cancel slots using the online coordination portal at: www.online-coordination.com.
g) It is a requirement that every airline using Leeds Bradford Airport must have local orders compatible with LBA Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. LBA will act as the coordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
h) Visiting GA pilots must ensure that they are fully briefed on arrival, departure and taxi procedures prior to using the Aerodrome. ATZ entry may be refused, or flights can expect significant delays if unfamiliar with ATC procedures.

i) Non ACL slot allocated GA/BA movements can expect significant delays between 0600-0800 (0500-0700), March-October due to runway capacity.
j) High visibility clothing must be worn at all times on all aprons (including flight crew).
k) The main northside apron is designated under the Aviation and Maritime Security Act 1990. For security and safety reasons operators of all aircraft using the aerodrome are advised that the use of a handling agent is mandatory. All persons embarking or disembarking to/from aircraft must be escorted by their handling agent.

2 GROUND MOVEMENT

a) General

i. Aircraft are not permitted to enter allocated north side parking stand without marshaller guidance. If no marshaller is present, pilots must hold position and contact ATC.
ii. Marshalling mandatory on Multiflight East Apron.
iii. All aircraft using the north side stands, must be able to accept push-back. Aircraft, which cannot will be parked remotely, marshalled and will only be accepted if space permits (prior arrangement with Airside Operations required). Companies and handling agents are to ensure that the equipment necessary to provide push-back is available when required.
iv. Supplementary (Multi Access Ramp System) parking arrangements for aircraft with wingspans of 30 M or less may be initiated at any time, ATC will advise. Aircraft will be marshalled under these conditions.
v. In-to-wind parking is available in accordance with procedures published in the LBA Aerodrome Manual (prior arrangement with Airside Operations required).
vi. To assist with planning, aircraft must advise ATC as soon as possible if it becomes apparent that they will not be ready for departure upon reaching the holding points. Pilots must inform ATC prior to entering the runway if they are aware that they will not be ready for departure on line up.
vii. Aircraft able to use intersections for departure (particularly D1 for Runway 32 or A1 for Runway 14) should inform ATC when requesting push back or start up.
viii. Minimum thrust should be used for breakaway and taxi on all taxiways, in particular when turning (towards the Runway) through Holding Points B, C, D3 and N4.

b) Clearance Delivery and Start Up Procedures

i. ATC Clearance should be requested before start up but not before EOBT – 15 minutes. Pilots must advise stand number, or position, together with the ATIS letter received and QNH on first contact.
ii. Leeds Delivery is responsible for passing ATC clearance to aircraft prior to start-up only.
iii. Start up and push-back clearance is given by Leeds Bradford Tower only. Aircraft requiring a cross-bleed start must advise Leeds Delivery on first contact.
iv. Start up should not be requested until the aircraft is fully ready for start and or pushback with a tug attached.
v. Aircraft able to use intersections for departure (particularly D1 for Runway 32 or A1 for Runway 14) should inform ATC when requesting push back or start up.

c) Pushback Procedures

i. Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person (e.g. Hand signals only).
ii. Pushback instructions will normally include a direction to face as east, west, south OR to a Tug Release Point (TRP). See Aerodrome Chart AD 2.EGNM-2-1 for TRP positions.
iii. Pushback and start instructions may contain reference to an adjacent stand or defined point on a taxiway. The term long push may also be used together with a location definition.
iv. Where two aircraft up to B737/A321 size request simultaneous pushback, on the main apron stands 1-18, in the same direction at least one stand must separate the aircraft prior to push.

d) Remote Holding

i. Aircraft that have requested a ready message with ATC may request, or may be required to push and park subject CTOT.
ii. Requests to push and park are at the sole discretion of ATC and will not be facilitated during periods of high workload.
iii. All instructions to ‘push & park’ will be to an appropriate Tug Release Point (TRP) and flight crew must monitor the Tower frequency whilst remote holding.

e) Ground Manoeuvring Restrictions

i. The marked centre-line turning circle for wide-bodied aircraft using the Runway 32 turning pad may only be achieved using up to 52° of nose wheel steering. Additionally, there is no straight section of the centre-line parallel to runway centre-line before commencement of the 180° turn onto the runway centre-line.
ii. Pilots are reminded not to cross red stopbars unless a specific instruction to cross a lit stopbar is given by ATC.

f) Runway Backtrack Procedures

i. Backtracking should be as expeditious as possible, consistent with safety.
ii. After landing Runway 32, aircraft (max take off weight 40,000 KG or more) requiring to backtrack should expect to use Taxiway Echo. ATC clearance must be obtained prior to re-entering the runway from Echo.

3 CAT II/III OPERATIONS

a) Runway 32 is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations special ATC procedures (Low Visibility Procedures (LVP's)) will be applied. Pilots will be informed when these procedures are in operation by RTF and ATIS automatic broadcasts.
c) Category II/III Holding Points are B, D1, F1, L1 and N1 only. Amber/Green coded taxiway centre-line guidance lights are switched on for route guidance. Aircraft on stands 7-18 will normally taxi through Holding Points C and D3. Pilots must request marshaller assistance, wingtip guidance or 'Follow Me' if it is considered necessary, prior to start up or after landing before entering the apron.
d) Arriving aircraft: after completing landing run await or request taxi clearance **prior** to vacating the runway or backtracking. Entry to Taxiway A will be via yellow/green centre-line routeing guidance through B, C or D3.
e) Aircraft will not report runway vacated until they have entered the taxiway and the aircraft is established on the fully green coded centreline lights. Pilots must not report vacated whilst they are on the portion of taxiway showing mixed amber/green lighting.
f) During day conditions taxiways F, M and G should not be used in a met visibility of less than 800 M unless the aprons and taxiways are visible from ATC at all times.

4 WARNINGS

a) Bird activity noted at this airport. Occasionally large flocks of Gulls transit across the aerodrome at dawn and dusk. Aircraft may be delayed whilst birds are cleared.
b) Pilots are advised to expect windshear and turbulence when the surface wind is between 190° and 280° above 20 KT. Some variations to reported wind readings may also occur.
c) Pilots are advised that paragliding operations take place at Tong within the Leeds Bradford Airport Control Zone, coordinates 534608.27N 0014117.14W, bearing 195° MAG, range 7 NM from Leeds Bradford Airport ARP. Paragliders transit to and from the site from the south west not above 1000 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will NOT be passed by ATC.
d) Pilots are advised that hang gliding and paragliding operations take place within the Leeds Bradford Airport Control Zone on Baildon Moor 535124.59N 0014711.58W bearing 264° MAG, range 4.5 NM from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 NM radius of this site, non-radio not above 1500 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible.
e) Pilots are advised that hang gliding and paragliding operations take place within the Leeds Bradford Airport Control Zone on Ilkley Moor 535444.01N 0014750.57W bearing 297° MAG, range 5.6 NM from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 NM radius of this site, non-radio not above 1500 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible.

5 HELICOPTER OPERATIONS

a) Arrival Procedures: ATC will allocate either a direct approach, or a circuit join based on the runway in use, dependant on the prevailing traffic conditions.
b) Direct Approach

   i. Helicopters are to approach the aerodrome from the NE or SW remaining well clear of the approach and climb out to Runway 14/32.
   ii. Helicopters will be requested to report approaching the aerodrome boundary to await further instructions.
   iii. Direct arrivals from the NE are to obtain clearance to cross Runway 14/32 prior to crossing the aerodrome boundary and be prepared to hold, or orbit at the boundary if requested. When cleared to cross the runway helicopters are to arrange their flight to cross the runway as expeditiously as possible direct to the allocated Helicopter Aiming Point (HAP) avoiding overflying any parked or taxiing aircraft. Pilots wishing to use the runway at night or at any other time should make an early request to ATC.
   iv. Direct arrivals from the SW are to report approaching the aerodrome boundary for onward clearance. When cleared to do so arrivals shall route direct to the allocated HAP ensuring that they remain well to the south of runway 32 at all times. The south side taxiway runway holding points may be used as a reference point as the point to remain south of when approaching the HAP from the south. If, due to the surface wind conditions it is required to cross runway 32 to enable a turn into wind for arrival this should be requested on first contact with the Leeds Tower Controller.

c) Circuit Based Approach

   i. Under certain traffic conditions helicopters may be given a standard circuit join for the runway in use. On turning final the helicopter is to break directly for the allocated HAP prior to reaching the runway threshold.

d) Taxi Instructions

   i. ATC will issue an instruction to air taxi from the HAP to the relevant parking apron.

e) Departure Procedures

   i. Helicopters will be given clearance to lift from the apron and air taxi to the allocated HAP. When cleared for takeoff, South, or Westbound departures shall depart ensuring that they remain well to the south of Runway 32 at all times. If surface wind conditions dictate that a lift into wind requires a runway crossing this should be requested prior to taxi.
   ii. Departures to the East or North shall, when cleared to do so cross the runway as expeditiously as possible on track the relevant VRP, ensuring that the departure track does not overfly parked or taxing aircraft.

6 USE OF RUNWAYS

a) Variable circuit direction in force.
b) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:

   i. Runway 14 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;

ii. Runway 32 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
iii. Runway 32 suitable for Other Than Standard Category II operations supported by an ILS Classification of II/D/2;
iv. Runway 14 suitable for EVS operations;
v. Runway 32 suitable for EVS operations.

7 TRAINING

a) Training flights must be booked in advance with ATC by telephone: 0113-391 3282. The filing of a flight plan does not constitute a booking to carry out training. Failure to make a booking may result in aircraft being refused use of the facilities. All training is subject to traffic and ATC capacity.
b) A slot booking system is used for training that involves instrument holding. Slots must be booked on the date of the requested slot with ATC by telephone. Operators may normally book a maximum of two slots in any one day. Further slots on the same day may not be booked until one hour before the requested slot.
c) Any changes to training requirements must be notified to ATC, in particular when slots are no longer required. Should traffic or ATC workload increase after bookings have been accepted, training may be refused or ended at short notice.
d) Training flights may only be permitted between 0700-2300 (0600-2200).
e) Any aircraft conducting practice instrument holding or approach procedures must have a serviceable transponder.
f) Training by aircraft greater than 5700 KG is not normally permitted on Sundays.
g) Training flights by jet aircraft shall be subject to the following conditions:

i. No jet training on Sundays, Good Friday or Christmas Day;
ii. Jet circuits shall be carried out at least 1500 FT AAL;
iii. Jet aircraft carrying out visual circuits shall climb straight ahead to 1000 FT AAL before turning. All other jet aircraft must follow the published NPRs.

h) Rebated fees for training flights are subject to prior written approval from the Airport Authority. Training rebates cannot be approved verbally, and will not be granted retrospectively.

8 AIRCRAFT NOISE RESTRICTIONS

a) Overview

For the purpose of this section:

i. ‘Night period’ and ‘night quota period’ means the period from 2300 (2200) hours to 0700 (0600) hours;
ii. ‘Noise classification' means the noise level band in EPNdB, for take-off or landing, as the case may be, for the aircraft in question;
iii. 'Quota' means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the aerodrome in question during any one season in the night quota period;
iv. 'Quota count (QC)' means the amount of the quota assigned to one take-off or to one landing by the aircraft in question, this number being related to its noise classification;
v. An aircraft is deemed to have taken off or landed during the night period if the time recorded by the appropriate air traffic control unit as 'airborne' or 'landed' respectively falls within that period.

b) Determining Quota Count (QC)

Aircraft taking off or landing at Leeds Bradford Airport are described in this section as follows:

i. Exempt aircraft; - see below note
ii. Aircraft having a quota count of 0;
iii. Aircraft having a quota count of 0.125;
iv. Aircraft having a quota count of 0.25;
v. Aircraft having a quota count of 0.5;
vi. Aircraft having a quota count of 1;
vii. Aircraft having a quota count of 2 or greater;

The QC is a system used to define the noise rating of an aircraft on departure/arrival. The QC is calculated by:

Departing QC = (EPNdB [Lateral] + (EPNdB [Flyover]) /2

Arriving QC = EPNdB [Approach] – 9

The quota count of an aircraft on taking off or landing is to be calculated on the basis of the noise classification for that aircraft on take-off or landing as appropriate as follows:

Departing QC Limits		
DB Lower Level	**DB Upper Level**	**QC**
0	80.99	0
81	83.99	0.125
84	86.99	0.25
87	89.99	0.5
90	92.99	1

Departing QC Limits		
DB Lower Level	**DB Upper Level**	**QC**
93	95.99	2
96	N/A	>2

c) Prohibition on Take-off or Landing

Any aircraft which has a quota count of 1 or more may not take off during the night quota period except emergencies where there is an immediate danger to life or health, whether human or animal.

EGNM AD 2.21 NOISE ABATEMENT PROCEDURES

The following Noise Preferential Routeings and Procedures shall apply to jet aircraft (except military aircraft).

a) These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.
b) Operators of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
c) Aircraft will use Runway 14 for landing and Runway 32 for take-off, whenever this is possible, having regard to wind, cloud base, approach aid limitations and aircraft performance and requirements. In the event of marginal conditions the runway to be used is at the aircraft Commanders discretion. However, violation of the selective runway procedure cannot be acceptable for expedite reasons, and it is regretted that inconvenience in taxiing distances and/or airborne routeing must be accepted in the interest of reducing aircraft noise intrusion on the local environment
d) Departing Aircraft:

i. Runway 14 – After take-off maintain runway heading to 'I LBF' DME 2 before setting course (or 'I LF' DME 2 when Runway 32 is being used for landing traffic).
ii. Runway 32 – Climb straight ahead. At 1202 FT QNH (520 FT QFE) or I-LF D0.5, whichever is the later, turn left to track 310° MAG. At 'I LF' DME 2.1 *535340N 0014258W reduce to minimum safe power settings and turn left to make good a track of 271° MAG. Maintain this track until 'I LF' DME 3.5 *535405N 0014521W before setting course.
iii. Turbo-prop: After take-off make good a track of 310° MAG and at DME 2.1 turn onto course.

Note: *The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo-jet aircraft.*

e) Target Noise levels

'By day' means 0700-2300 (0600-2200).

'By night' means 2300-0700 (2200-0600).

All aircraft (excluding military aircraft) shall be operated in such a way that at the relevant monitoring point they will not generate a noise level:

i. After take-off from Runway 32 more than 85 dB(A) by day or 77dB(A) by night;
ii. After take-off from Runway 14 more than 92 dB(A) by day or 84 dB(A) by night;
iii. On approach to Runway 32 more than 85 dB(A) by day or 79 dB(A) by night.

f) Night Restrictions

i. The airport company is subject to planning requirements imposed during the night time period 2300-0700 (2200-0600).
ii. Such aircraft movements are permitted only by approval from one of the following:

- Head of Airfield Operations — 0771-101 6610
- Airside Operations — 0113-391 3231

iii. Movements in the night time period by aircraft failing to meet the imposed conditions will only be permissible in the following circumstances:

1. Delayed landings up to 0100 (0000) by aircraft scheduled to land between 0700-2300 (0600-2200).
2. An emergency ie; A flight where there is an immediate danger to life or health, whether human or animal.

g) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or in VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below the glidepath. 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.
h) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid/reduce the use of reverse thrust after landing, whenever possible consistent with safe operation of the aircraft.
i) Ground running of aircraft engines is not permitted between 2300-0700 (2200-0600) and is subject to ATC permission at all other times.
j) Fanstop Procedures

i. Simulated asymmetric 'go-arounds' for Runway 14 must be initiated at or above 300 FT (QFE);
ii. Simulated engine out manoeuvres from Runway 14 are not permitted on departure.

EGNM AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR OUTBOUND AIRCRAFT

a)

i. Aircraft are to expect a NELSA 3W SID for the following routes when Runway **32** is in use:

Northbound – N601 (NELSA), P18 (DCT - GASKO) – Expect first CPDLC Data Link Authority to be EGPX

Southbound – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (DCT - BARTN), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (DCT - POL) – Expect first CPDLC Data Link Authority to be EGTT

Westbound – Y70 (DCT - CROFT), L10 FL 85 - (DCT - CROFT - DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX

ii. Aircraft are to expect a POL 2X SID for the following routes when Runway **14** is in use:

Northbound – N601 (POL), P18 (POL) – Expect first CPDLC Data Link Authority to be EGPX

Southbound – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (POL), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (POL) – Expect first CPDLC Data Link Authority to be EGTT

Westbound – Y70 (POL), L10 FL 85 - (DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX
LAMIX and DOPEK SIDs – Expect first CPDLC Data Link Authority to be EGTT

Aircraft departing to aerodromes not connected to the above initial routes will receive individual tactical clearances.

b) Radio Failure Procedure

i. In the event of complete radio communication failure in an outbound aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.

2 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Inbound Routes from Airways

Approach from	Via	Route
NW	L612 N57	CALDA - POL - LBA POL - LBA
N	P18	GASKO - LBA
E	Y70	GOLES - BATLI - LBA
S	N57/T420 N601	TNT - DENBY - LBA EMBOR - TNT - DENBY - LBA
SW	N864	REXAM - BARTN - POL - LBA
W	L10/L975	WAL - BARTN - POL - LBA

Aircraft likely to be issued tactical headings prior to transfer from Scottish Control to EGNM RAD.

b) Inbound Aircraft from other than the Airways System

i. Aircraft wishing to enter the Leeds Bradford Control Zone and/or Control Area direct from the London FIR are required to obtain permission at least 10 minutes before reaching the CTR or CTA Boundary, when they will be advised of the route to follow consistent with the current traffic situation.

3 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 1.1.3. The route to be used when leaving the Zone in accordance with this procedure is

Position at time of decision	Route
NDB(L)/LBA	Track 010°(T) from NDB(L) LBA at ALT 3000 FT until clear of CTR/CTA.

b) In the event of radio communications failure or no contact with Scottish Control by NELSA, if departing on a NELSA 3W SID or if departing on a POL 2X SID, immediately Squawk 7600, take up a right hand hold at either NELSA or Pole Hill at FL 070 for 3 minutes. Thereafter follow standard radio communications failure procedures in accordance with the UK AIP.

4 VISUAL REFERENCE POINTS (VRP)

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

5 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Leeds Bradford controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Leeds Radar frequency, 134.580 MHz, are encouraged to select SSR code 2677.

541152N 0014544W - 535800N 0022410W -
535240N 0021607W - 533650N 0015216W -
533210N 0014910W - 533433N 0012238W -
534146N 0011444W - 540551N 0013920W -
541152N 0014544W.

b) Selection of code 2677 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
c) Whilst squawking 2677 pilots should be aware that Leeds 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 2677 shall be deselected.
e) Aircraft who intend to either transit Leeds CTR or route underneath any portion of the CTA, should still contact Leeds Radar on 134.580 MHz for a service and clearance if required.

EGNM AD 2.23 ADDITIONAL INFORMATION

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EGNM AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNM-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNM-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNM-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 14/32 NELSA 4W POL 2X - ICAO
AD 2.EGNM-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 14/32 DOPEK 3X 3W LAMIX 3X 3W (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGNM-6-2
INSTRUMENT APPROACH CHART ILS/DME Y RWY 14 (CAT A,B) - ICAO
AD 2.EGNM-8-1
INSTRUMENT APPROACH CHART ILS/DME Z RWY 14 (CAT C,D) - ICAO
AD 2.EGNM-8-2
INSTRUMENT APPROACH CHART LOC/DME Y RWY 14 (CAT A,B) - ICAO
AD 2.EGNM-8-3
INSTRUMENT APPROACH CHART LOC/DME Z RWY 14 (CAT C,D) - ICAO
AD 2.EGNM-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME Y RWY 14 (CAT A,B) - ICAO
AD 2.EGNM-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 14 (CAT C,D) - ICAO
AD 2.EGNM-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 32 - ICAO
AD 2.EGNM-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 32 - ICAO
AD 2.EGNM-8-8
INSTRUMENT APPROACH CHART NDB(L) DME RWY 32 - ICAO

AD 2.EGNM-8-9

EGNM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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EGCM 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**
(EGCM1366)	COMMS MAST	535505.51N 0011032.53W	230 FT	93 FT	Yes	-
(EGCM1356)	PYLON	535218.41N 0011742.02W	298 FT	121 FT	No	-
(EGCM1363)	PYLON	535213.72N 0011823.84W	293 FT	125 FT	No	-
(EGCM1355)	PYLON	535210.50N 0011749.49W	291 FT	123 FT	No	-
(EGCM1372)	COMMS MAST	535205.24N 0010453.42W	204 FT	124 FT	Yes	-
(EGCM1367)	RAILWAY COMMS MAST	535144.89N 0011049.75W	138 FT	98 FT	Yes	-
(EGCM1340)	FLAG POLE	535140.59N 0011507.93W	233 FT	89 FT	No	-
(EGCM1068)	TREE	535135.87N 0011207.07W	139 FT	98 FT	No	-
(EGCM1343)	TREE	535134.14N 0011517.01W	218 FT	86 FT	No	-
(EGCM1344)	TREE	535133.60N 0011517.87W	223 FT	94 FT	No	-
(EGCM1195)	TREE	535109.69N 0010915.42W	135 FT	105 FT	No	-
(EGCM1749)	PYLON	534927.87N 0012001.24W	334 FT	135 FT	No	-
(EGCM2324)	ELECTRICITY PYLON	534906.47N 0011953.84W	347 FT	149 FT	No	-
(EGCM2321)	ELECTRICITY PYLON	534826.37N 0012006.77W	372 FT	135 FT	No	-
(EGCM1723)	CHIMNEY	534814.63N 0011331.57W	143 FT	116 FT	No	-
(EGCM1722)	BUILDING	534814.04N 0011323.10W	140 FT	113 FT	No	-
(EGCM1720)	CHIMNEY	534744.44N 0011341.65W	166 FT	140 FT	No	-
(EGCM1761)	MAST	534658.68N 0012222.41W	427 FT	99 FT	Yes	-
(EGCM1775)	CHIMNEY LIT	534242.85N 0010730.53W	694 FT	656 FT	Yes Red	-

EGCM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	-
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	Self-briefing terminal (internet).

9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Unofficial observations made during AD hours.

EGCM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
06	054.67°	1826 x 45 M	RWY surface: Asphalt PCR 54/F/C/X/U	534949.45N 0011218.62W 158.2 FT	THR 28.4 FT TDZ 28.7 FT	RWY 06 -0.01% Down RWY 24 0.01% Up
24	234.68°	1826 x 45 M	RWY surface: Asphalt PCR 54/F/C/X/U	535021.47N 0011102.25W 158.1 FT	THR 27.4 FT TDZ 27.4 FT	RWY 06 -0.01% Down RWY 24 0.01% Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	1831 x 280 M	-	-	-	RWY 06 Threshold displaced by 134 M.
47 x 46 M	-	1831 x 280 M	-	-	-	RWY 24

EGCM AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	1799 M	1799 M	1799 M	1711 M	-
24	1711 M	1711 M	1711 M	1711 M	-
06	1184 M	1184 M	1184 M	-	Take-off from intersection with F1.
06	921 M	921 M	921 M	-	Take-off from intersection with permanently closed Runway 16/34.
24	810 M	810 M	810 M	-	Take-off from intersection with permanently closed Runway 16/34.

EGCM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Centre-line with two crossbars. 300 M Light intensity high	Green Light intensity high bi-directional with green wingbars.	PAPI Both/3° 43 FT 13.1 M	-	-	HI elevated bi-directional 30 M spacing with LI omni-directional component 90 M spacing. Light intensity high	Red	-	-

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	-
4	True BRG of FATO	-
5	Declared distance available	-
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.

EGET AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGET2108) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	601116.03N 0011441.56W	59 FT	NIL	No	-
(EGET2101) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	601115.74N 0011446.77W	65 FT	NIL	No	-
(EGET2105) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	601115.67N 0011444.08W	62 FT	NIL	No	-
(EGET2111) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	601115.57N 0011442.89W	63 FT	NIL	No	-
(EGET2103) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	601115.55N 0011445.83W	64 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**
(EGET2126)	CAIRN	601222.54N 0011331.33W	316 FT	NIL	No	-
(EGET2172)	EP	601207.14N 0011616.18W	467 FT	NIL	No	-
(EGET2171)	EP	601206.43N 0011617.63W	478 FT	NIL	No	-
(EGET2174)	EP	601156.24N 0011611.17W	361 FT	NIL	No	-
(EGET2173)	EP	601143.53N 0011616.39W	378 FT	NIL	No	-
(EGET2410)	BUILDING	601130.69N 0011505.60W	135 FT	NIL	No	-
(EGET2413)	FLOODLIGHT	601119.84N 0011447.08W	67 FT	NIL	No	-
(EGET2411)	BUILDING AERIAL	601119.75N 0011446.47W	66 FT	NIL	No	-
(EGET2414)	MET MAST	601119.31N 0011444.74W	48 FT	NIL	No	-
(EGET2412)	BUILDING AERIAL	601118.61N 0011447.01W	65 FT	NIL	No	-
(EGET2140)	EP	601044.49N 0011324.90W	273 FT	NIL	No	-
(EGET2142)	EP	601042.14N 0011323.78W	274 FT	NIL	No	-
(EGET2143)	EP	601039.82N 0011322.80W	273 FT	NIL	No	-
(EGET2145)	EP	601037.52N 0011321.80W	276 FT	NIL	No	-
(EGET2146)	EP	601035.66N 0011320.99W	286 FT	NIL	No	-
(EGET2147)	EP	601035.37N 0011320.91W	287 FT	NIL	No	-
(EGET2150)	EP	601033.88N 0011329.44W	273 FT	NIL	No	-
(EGET2148)	EP	601032.72N 0011320.48W	277 FT	NIL	No	-
(EGET2151)	EP	601030.63N 0011327.75W	295 FT	NIL	No	-
(EGET2152)	EP	601028.28N 0011326.65W	314 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**
(EGET2300)	WIND TURBINE	600954.24N 0011428.25W	616 FT	NIL	Yes Red	-
(EGET2297)	WIND TURBINE	600952.32N 0011402.54W	665 FT	NIL	Yes Red	-
(EGET2299)	WIND TURBINE	600949.50N 0011416.59W	652 FT	NIL	No	-
(EGET2301)	WIND TURBINE	600946.90N 0011437.10W	589 FT	NIL	Yes Red	-
(EGET2298)	WIND TURBINE	600942.98N 0011409.73W	693 FT	NIL	No	-

EGET AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	- English.
7	Charts and other information available for briefing or consultation	F214 UK Spot wind forecast chart and F215 UK low-level forecast chart.
8	Supplementary equipment available for providing information	Internet access to MET Office.
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Unofficial MET observations provided by AFISO on request during AD hours.

EGET AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
01	013.20°	768 x 18 M	RWY surface: Asphalt -	601120.23N 0011442.02W 161.9 FT	THR 42.9 FT -	-
19	193.20°	768 x 18 M	RWY surface: Asphalt -	601143.37N 0011431.12W 161.9 FT	THR 20.0 FT -	-

SWY Dimensions	**Clearway Dimensions**	**Strip Dimensions**	**RESA Dimensions, Overshoot / Undershoot**	**Location/ description of arresting system**	**OFZ**	**Remarks**
8	**9**	**10**	**11**	**12**	**13**	**14**
-	-	-	-	-	-	RWY 01. Threshold displaced by 32 M.
67 x - M	-	-	-	-	-	RWY 19

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.

EGGP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Coded centre-line with five crossbars. Two consecutive centre-line lights missing from Runway 09 approach lights, between second and third crossbars, 360 M from threshold. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 60 FT 340 M	-	Bi-directional Colour coded 15 M spacing Light intensity high	Bi-directional 60 M spacing with LI omni-directional component White Light intensity high	Red Light intensity high	-	-
27	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 59 FT 364 M	Light intensity high 915 M	Bi-directional Colour coded 15 M spacing Light intensity high	Bi-directional 60 M spacing with LI omni-directional component White Light intensity high	Red Light intensity high	-	-

EGGP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 27: 531959N 0025014W (LGTD) - 09: 531955N 0025141W (LGTD).
3	TWY edge and centre line lighting	CL: HI Green bi-directional centre-line on Taxiway Alpha and Taxiways C, D, E, F, G, K, T, U, V, W. EDGE: HI omni-directional blue edge lights, lead from Holding point Lima to Taxiway Alpha.
4	Secondary power supply/switch-over time	For CAT II/III operations changeover from standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to standby diesel takes maximum 15 seconds in event of full mains failure.
5	Remarks	Obstacle lighting. Apron floodlights. Illuminated wind direction indicators.

EGGP AD 2.16 HELICOPTER LANDING AREA

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

7	RMK	Available for use by Liverpool John Lennon Airport based helicopters only. Parts of the manoeuvring area can be used for take-offs and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points.

EGGP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LIVERPOOL CTR 533011N 0024123W - 532708N 0023744W - 531130N 0023744W - 531427N 0030140W - 531924N 0030735W - 532331N 0030804W - 532817N 0025719W - 533011N 0024123W	Upper limit: 2500 FT ALT Lower limit: SFC	D	LIVERPOOL APPROACH English	5000 FT	-	-
LIVERPOOL ATZ A circle, 2.5 NM radius, centred at 532001N 0025059W on longest notified runway (09/27)	Upper limit: 2081 FT ALT Lower limit: SFC	D	LIVERPOOL APPROACH English	5000 FT	H24	ATZ 2000 FT AAL.

EGGP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LIVERPOOL APPROACH	119.855 DOC 40 NM/ 10,000 FT.	-	-	H24	-
TWR	LIVERPOOL GROUND	121.955 Initial call for start or taxi clearance should be made to Liverpool Tower on 126.355 MHz unless notified by ATIS broadcast that Liverpool Ground is in operation. Use on the ground within the aerodrome boundary.	-	-	As directed by ATC.	-
	LIVERPOOL TOWER	126.355 DOC 25 NM/4,000 FT.	-	-	H24	
RADAR	LIVERPOOL RADAR	118.455 DOC 25 NM/ 10,000 FT.	-	-	As directed by ATC.	10 cm Approach Radar.
		119.855 DOC 40 NM/ 10,000 FT.	-	-	H24	
ATIS	LIVERPOOL INFORMATION	124.330 DOC 60 NM/ 20,000 FT.	-	-	H24	-
OTHER	LIVERPOOL FIRE	121.600 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	LIVERPOOL EMERGENCY	121.500 Emergency Frequency	-	-	O/R	-

EGGP 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 0.26°E (2027)	ILVR	111.750 MHz	HO	532004.64N 0024941.59W	-	(RWY 09)
ILS/GP	ILVR	333.350 MHz	HO	531955.23N 0025141.53W	-	3° ILS Ref Datum Hgt 54 FT.
ILS/LOC III 0.24°E (2027)	ILQ	111.750 MHz	HO	531957.65N 0025213.62W	-	(RWY 27)
ILS/GP	ILQ	333.350 MHz	HO	531959.06N 0025014.21W	-	3° ILS Ref Datum Hgt 54 FT.
NDB 0.35°E (2027)	WHI	368.500 kHz	H24	531105.53N 0023723.06W	-	RNAV Substitution Only. Range 25 NM.
DME	ILQ	54Y 111.750 MHz	HO	531956.86N 0025057.16W	88 FT	(RWY 27) On AD. DME freq paired with ILS I-LQ and I-LVR. Zero range is indicated at THR of Runway 09 and 27.
DME	ILVR	54Y 111.750 MHz	HO	531956.86N 0025057.16W	88 FT	(RWY 09) On AD. DME freq paired with ILS I-LQ and I-LVR. Zero range is indicated at THR of Runway 09 and 27.
NDB (L) 0.29°E (2027)	LPL	349.500 kHz	H24	532022.55N 0024330.47W	-	Range 25 NM. NDB needle swings exceeding +/-5 degrees noted during the approach procedure to Runway 27 between 6 NM DME and 8 NM DME.

EGGP AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Pilots are to 'book out' by telephoning details to ATC on 0151-907 1532 (1541 for circuit training). ‘Booking out’ by radio is not accepted.
b) The wearing of high visibility clothing is mandatory for all personnel employed on each of the apron areas, including flight crews.
c) The aerodrome is PPR for aircraft which are not based at Liverpool Airport. Mandatory handling is required for all visiting or non-based aircraft. Prior permission should be requested through a handling agent or FBO, AOC and airportcontrol@liverpoolairport.com; (see AD 2.4). No permission will be granted by ATC. Aircraft without prior permission could be refused landing clearance except in an emergency. Filing a flight plan does not constitute a PPR request.
d) Prior permission for departures and arrivals is required from ATC for aircraft unable to communicate with ATC by radio.
e) Aircraft Captains, through their staff and/or Handling agents, are responsible for the safety of persons and/or vehicles on the apron during engine start.
f) All flights, except General Aviation and Military flights, are subject to the prior approval of the Airport Operations Director, Liverpool Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)151-907 1551. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com.
g) Liverpool ATC conduct Radar in the Tower (RiTT) operations, which will be notified via ATIS. During RiTT operations, ATC will be unable to provide the following: NDB approaches, SRAs, or training approaches.
h) Smoking airside, including the use of e-cigarettes/vapes is strictly prohibited.

2 GROUND MOVEMENT

a) Aircraft entering the Main Apron will be as directed by ATC, however, aircraft with a wingspan of 36 M or more will enter through Taxiway Whiskey (W).
b) Aircraft re-positioning on the aprons must obtain ATC permission and then follow the marshaller’s guidance.
c) Taxiway Alpha from Holding Point Alpha 3 to Runway 27 threshold is restricted to aircraft with less than 52 M wingspan (code D). Aircraft with a wing span of 52 M or more shall be escorted by a follow-me vehicle ensuring nose wheel is maintained on the taxiway centre-line. A wing person shall be provided on the single story building 41.5 M north of the taxiway centre-line between Alpha 3 and the 27 threshold which infringes the code D taxiway strip.

d) Owing to the position of the hangars, Stands 1 and 32 are out of sight of ATC. Pilots should listen carefully to their taxi instructions.
e) Pilots are to report their stand number when requesting start-up. Start-up must not be requested until the aircraft is fully ready to start.
f) Take-off, landing and taxiing on grass areas is not permitted.
g) The General Aviation parking area (Kilo) is limited to aircraft of 5700 KG or less.
h) Visiting aircraft entering the GA apron at Kilo are to call Ravenair on 131.755 for parking instructions.
i) All runway holding position stop bars are constantly illuminated except when de-selected by ATC to permit aircraft and vehicles to enter runway.
j) A Temporary Demarcated Area is available on Stands 11,12 or 14 for any flights of Non-Qualifying Status. This area is only available by prior request. All aircraft parked on this area must not request start with ATC until prepared for taxi and the ground handling agents have given their approval to the pilot to do so, in order to ensure the area is free from all obstructions and to prevent blocking the roadway as vehicles cannot pass with illuminated anti-collision lights.
k) If a pilot has any doubt about taxiing instructions or ground clearance they should ask for marshalling assistance, which upon request will be provided.
l) Minimum breakaway power is to be used by aircraft operating on Apron areas.
m) Apron Lima is privately owned (Code B aircraft) with restricted access to approved aircraft only.

3 CAT II/III OPERATIONS

a) Runway 27, subject to serviceability of the required facilities, are suitable for Category II and III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During CAT II/III operations, special ATC procedures (Low Visibility Operations) will be applied. Pilots will be informed by ATC when these procedures are in operation. Pilots are advised that implementation of these procedures can cause delays for inbound and outbound traffic.
c) Aircraft departing Runway 27 must hold at the Alpha 2 holding point.
d) Arriving aircraft must continue to the end of the runway to vacate via CHARLIE. Aircraft must report runway vacated and report reaching Alpha 8.
e) For CAT II/III Operations, changeover standby power to mains takes place in 1 second.
f) Aircraft parking on the main apron will normally enter at Whiskey and exit at Uniform, except when directed by ATC.
g) Illuminated stop bars will be in operation at Holding Points A2, A3, A8, K, T, U, V and W during Low Visibility Operations.

4 WARNINGS

a) Pilots should positively identify the runway in use before committing the aircraft to a landing.
b) Pilots are reminded of the proximity of Restricted Area EGR311, 5 NM southwest of the aerodrome.
c) Aircraft completing visual approaches to Liverpool airport from the south and southeast are requested to avoid overflying the industrial chemical works situated on the south bank of the River Mersey, 1 NM south of the NDB LPL.
d) Pilots should exercise caution when leaving the main apron via Taxiway Victor to ensure they do not enter the rapid exit turn-off at ECHO when taxiing to Runway 09 or Runway 27.
e) Pilots are reminded that throughout the year, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent/dispersal within the aerodrome boundary is conducted by the Airfield Operations Unit and pilots may be requested by ATC to delay a departure or arrival if dispersal proves difficult.
f) Radio controlled models up to 20 KG operate at maximum altitude 400 FT AGL during daylight hours only, between 1000-2100 (0900-2000), within the confines of: Frodsham Marshes (132° - 4.4 NM), Halton Moss (085° - 7.6 NM) and Arrowe Park (290° - 11 NM).
g) Maintenance equipment on airport hotel roof. When in use equipment penetrates through the Obstacle Limitation Surface by maximum of 2.0 M. Obstacle approximately 625 M on a bearing of 329° from ARP. Equipped with obstacle warning light that automatically illuminates when the equipment is in use. When not in use and in parked position it is no longer an obstacle.
h) Over recent years, three specific Laser Hotspot areas have been identified in the vicinity of Liverpool Airport from which aircraft are more susceptible to laser attack from the ground. These areas are Liverpool city centre (7 NM northwest), Warrington town centre (10 NM northeast) and Runcorn town centre (4.5 NM east). Pilots are encouraged to report all laser attacks immediately to ATC including details of the colour of the laser and, where possible, the precise location of the laser. This information is then passed to the local police for an immediate response.
i) UK legislation requires UAVs unless otherwise authorised, to be flown at a level not above 400 FT above ground level and away from the vicinity of airports. Pilots encountering or observing UAVs operating above this level or in the vicinity of the airport are strongly encouraged to inform Liverpool ATC of the presence of the UAV. A description of the UAV, including its approximate level and location, should be communicated to ATC as soon as possible. ATC will then ensure that this information is immediately passed to the relevant police authority for further investigation on the ground.
j) Due to congested airspace, in the event of a missed approach, ATC may amend the standard missed approach instructions and may only issue headings.
k) Pilots to be aware that selected vehicles operate under a free ranging procedure on the Alpha Taxiway. Free ranging vehicles will continuously monitor ATC however are not directly under ATC instruction.

5 HELICOPTER OPERATIONS

a) Parts of the manoeuvring area can be used for take-offs and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points.
b) Arrivals: ATC will either select the appropriate threshold or instruct the helicopter to make an approach to the runway. If instructed to approach the runway, the helicopter is to turn on to a final approach and arrange the descent to flare to ground or hover taxiing speed in the fixed wing runway touchdown zone.
c) Taxiway Alpha Arrivals/Departures: Approach/Departures to the Alpha taxiway are only permitted when:

    i. the runway is closed; and
    ii. the helicopter is operating on a VFR clearance; and
    iii. there are no aircraft, vehicles or personnel on the taxiway.

EGLC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Self-manoeuvring stand marking (with marshalling assistance).
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway threshold. Runway designators. Aiming point and TDZ markings. Taxiway marking aid(s): Yellow centre-line. Enhanced taxiway centre-line markings in place on all taxiways. Taxiway light(s): Green centre-line lights with amber Intermediate Hold Point lighting.
3	Stop bars and runway guard lights (if any)	Red stop bars and co-located runway guard lights on access taxiways.
4	Other runway protection measures	-
5	Remarks	Taxiway: Apron and access taxiways green centre-line lights augmented with blue edge lights on curves. Selectable lead-on lights. Blue edge lights on edges of runway turning areas and apron. WDI (LGTD): 513020.59N 0000338.46E; 513021.74N 0000301.72E.

EGLC AD 2.10 AERODROME OBSTACLES

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.

EGLC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	Automated recording telephone (ATIS): +44 (0)207-511 6055.
9	ATS units provided with information	LONDON CITY
10	Additional information (limitation of service, etc.)	RVR 25-1500 M.

EGLC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	092.87°	1508 x 30 M	RWY surface: Asphalt, Grooved PCR 318/F/C/W/U	513020.06N 0000239.58E 149.2 FT	THR 19.5 FT TDZ 19.5 FT	-
27	272.89°	1508 x 30 M	RWY surface: Asphalt, Grooved PCR 318/F/C/W/U	513017.60N 0000357.68E 149.1 FT	THR 20.0 FT TDZ 20.0 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
295 x 30 M	258 x 150 M	1628 x 150 M	-	An engineered Material Arresting System (EMAS) is located within each runway overrun. RWY 09 overrun EMAS bed is 91.3 M x 32 M. RWY 27 overrun bed is 82.7 M x 32 M.	-	RWY 09 Overshoot EMAS installation equivalent to 240 M RESA. In the event of an overrun, it is designed to crush under the weight of the aircraft, quickly decelerating the aircraft and bringing it to a safe stop, whilst causing minimal damage to the aircraft. The EMAS is equivalent to a 240 M RESA. Pilots are advised to not attempt to avoid the system or move the aircraft if it has entered the EMAS, maintain runway centreline and continue deceleration. Non-standard TDZ markings for both runways.
309 x 30 M	216 x 150 M	1628 x 150 M	-	An engineered Material Arresting System (EMAS) is located within each runway overrun. RWY 09 overrun EMAS bed is 91.3 M x 32 M. RWY 27 overrun bed is 82.7 M x 32 M.	-	RWY 27 Overshoot EMAS installation equivalent to 240 M RESA. In the event of an overrun, it is designed to crush under the weight of the aircraft, quickly decelerating the aircraft and bringing it to a safe stop, whilst causing minimal damage to the aircraft. The EMAS is equivalent to a 240 M RESA. Pilots are advised to not attempt to avoid the system or move the aircraft if it has entered the EMAS, maintain runway centreline and continue deceleration. Non-standard TDZ markings for both runways.

EGLC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1199 M	1457 M	1494 M	1494 M	-
27	1199 M	1415 M	1508 M	1508 M	-

EGLC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Centre-line with two crossbars 15 M spacing. The approach and runway lighting and PAPI are set for 5.5° approach. 297 M Light intensity high	Green Light intensity high With HI elev green wingbars	PAPI Left/5.5° 49 FT 166 M	Two pairs of white inset HI lights on runway 477 M upwind of threshol d mark end of TDZ's (see AD 2.20, paragra ph 6).	Colour coded 15 M spacing Light intensity high	Bi-directional 30 M spacing. Light intensity high	Red	-	EDGE: Yellow runway edge lights for final 480 M of the full runway length.
27	Centre-line with one crossbar 15 M spacing. The approach and runway lighting and PAPI are set for 5.5° approach. 397 M Light intensity high	Green Light intensity high With HI green flush wingbars	PAPI Right/ 5.5° 49 FT 167 M	Two pairs of white inset HI lights on runway 475 M upwind of threshol d mark end of TDZ's (see AD 2.20, paragra ph 6).	Colour coded 15 M spacing Light intensity high	Bi-directional 30 M spacing. Light intensity high	Red	-	EDGE: Yellow runway edge lights for final 480 M of the full runway length.

EGLC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 513022.12N 0000247.13E (LGTD) - 513020.14N 0000350.28E (LGTD) - 513021.06N 0000319.42E (LGTD).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGLC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	See AD 2.20, paragraph 5a.

EGLC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON/CITY CTR 513445N 0001108W - 513409N 0000826E thence clockwise by the arc of a circle radius 5 NM centred on 513019N 0000319E to 512610N 0000747E - 512640N 0000811W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513445N 0001108W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT	H24	To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LONDON/CITY ATZ A circle, 2 NM radius, centred at 513019N 0000319E on longest notified runway (09/27)	Upper limit: 2020 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT	H24	ATZ 2000 FT AAL.

EGLC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	THAMES DIRECTOR	132.700 Also used by Biggin Hill traffic.	-	-	0600-2300 (0500-2200).	-
TWR	CITY GROUND	121.830 DOC 2 NM/GND.	-	-	As directed by ATC	Aircraft that are not equipped for 8.33 kHz frequencies cannot operate at this aerodrome.
	CITY TOWER	118.080 DOC 25 NM/4,000 FT.	-	-	Mon-Fri 0630-2230 (0530-2130); Sat 0630-1230 (0530-1130); Sun 1230-2230 (1130-2130); PH 0900-2230 (0800-2130). Hours are maximum consult latest NOTAM. See AD 2.3, item 12.	
		129.455 DOC 25 NM/4,000 FT.	-	-	As directed by ATC	
RADAR	HEATHROW RADAR	125.625	-	-	H24	-
	THAMES DIRECTOR	128.025	-	-	As directed by ATC	
		132.700	-	-	0600-2300 (0500-2200).	
		133.455	-	-	As directed by ATC	
ATIS	CITY INFORMATION	136.355 If unavailable call Tower on 118.080 MHz. Thames Director will advise. DOC 60 NM/ 20,000 FT.	-	-	Mon-Fri 0630-2230 (0530-2130); Sat 0630-1230 (0530-1130); Sun 1230-2230 (1130-2100); PH 0900-2230 (0800-2100).	-
OTHER	CITY FIRE	121.600 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGLC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.39°E (2027)	ILST	111.150 MHz	HO	513017.44N 0000403.03E	-	(RWY 09) Due to terrain, localizer front course coverage is restricted to 10 NM and to Sector 30° right to 35° left of the centre-line.
ILS/GP	ILST	331.550 MHz	HO	513021.77N 0000246.08E	-	5.5° ILS Ref Datum Hgt 35 FT. Pilots may not receive full fly up right of runway centre-line beyond 6.5 NM.
ILS/LOC I 1.39°E (2027)	ILSR	111.150 MHz	HO	513020.30N 0000231.79E	-	(RWY 27) Not to be used outside 30° left of centre-line. Pilots may not receive full fly right between 20° and 15° left of centre-line when beyond 6 NM. Localiser not to be used beyond 17 NM.
ILS/GP	ILSR	331.550 MHz	HO	513019.72N 0000351.26E	-	5.5° ILS Ref Datum Hgt 35 FT.
VOR/DME 1.22°E (2027) 1.0°E (2026)	LON	83X 113.600 MHz	H24	512914.09N 0002759.54W	113 FT	VOR DOC: 20 NM/50,000 FT (10 NM/50,000 FT in Sector R094-164, 35 NM/50,000 FT in Sector R064-094 and 40 NM/50,000 FT in Sector R254-289). There may be VOR bearing fluctuations in Sector R334-170. DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254-314). DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
DME	ILST	48Y 111.150 MHz	HO	513022.05N 0000246.56E	42 FT	(RWY 09) On AD. DME freq paired with ILS I-LST. Zero ranged to THR of Runway 09.
DME	ILSR	48Y 111.150 MHz	HO	513020.02N 0000351.11E	40 FT	(RWY 27) On AD. DME freq paired with ILS I-LSR. Zero ranged to THR of Runway 27.
NDB 1.39°E (2027)	LCY	322.000 kHz	H24	513015.66N 0000403.01E	-	On AD. Range 10 NM.
VOR/DME 1.39°E (2027) 1.1°E (2024)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.

EGLC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) No aeroplane registered in the United Kingdom shall use the aerodrome unless there is contained in its Flight Manual data and procedures for approach path angles of 5.5° or steeper and no other aeroplane shall use the aerodrome unless it has data and procedures

for approach path angles of 5.5° or steeper which have been approved or otherwise authorised by the regulatory authority of the State in which it is registered.

b) The use of the aerodrome is subject to prior permission of the Airport Director. Additionally operators of aircraft are required to satisfy the Airport Director that they are able to comply with local noise restrictions applicable to the airport.
c) Extensions to opening hours (shown by the latest NOTAM) are available on request to the Airport Director or his representative. Delayed aircraft may be permitted to operate 30 minutes beyond published maximum operating hours shown at AD 2.3 item 1 by prior arrangement.
d) Operations by all aircraft shall be permitted only when the runway is dry, or if wet devoid of other than small areas of water not exceeding 3 MM in depth. Operations will be prohibited when the runway is contaminated by ice or slush to a depth exceeding 3 MM, or dry snow to a depth of 10 MM, or the reported friction measurement is reported as worse than 'medium' provided that this condition shall not apply if there is an appropriate entry covering operation from contaminated runways contained in the relevant flight manual.
e) The aerodrome is not available for use by single engine aircraft. Available to fixed-wing aircraft only. Recreational flying is not permitted.
f) Single pilot operations are not permitted.
g) It is not permitted to nominate EGLC as a diversion aerodrome.
h) All flights operating at London City Airport require a slot allocated by Airport Coordination Ltd (ACL). Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: 0208-564 0605, Fax: 0208-564 0691. Outside these times, during published operating hours to Aerodrome Operations Stand Planner 0207-646 0083. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
i) All aircraft shall only commence start up and taxi when a marshaller is present and available to provide relevant signals.
j) When operating on the aprons, high visibility tabards must be worn and fastened.
k) Ground service crews are responsible for removal of all chocks.
l) Pilots are reminded not to cross the taxiway double white lines when conducting visual inspections of aircraft.

2 GROUND MOVEMENT

a) Pilots are requested to use minimum power when manoeuvring on and off parking stands and when entering the runway. The use of minimum power is particularly emphasised when holding at the entry points to the runway and when entering the runway.
b) Parking: Pilots should self-manoeuvre their aircraft on to the appropriate stand lead-in line (as directed by ATC) and approach the stand as closely as possible. Direction to the final parking position will be provided by marshallers. Under no circumstances may aircraft enter a stand without guidance from marshallers.
c) Under no circumstances may aircraft self park or taxi without guidance from marshallers.
d) GA Apron: Pilots will be directed by ATC to taxi to the Jet Centre. Pilots must then follow the marshaller’s instructions for parking.
e) To ensure adequate wing tip clearance is maintained from adjacent stands, it is imperative that pilots follow the lead-out markings on all stands.
f) Pre-departure ATC clearance by datalink (DCL) is available at London City Airport for suitably equipped aircraft. If an attempt to obtain DCL is unsuccessful aircraft must instead request via RTF. Pilots are to request departure clearance no later than EOBT - 10.
g) If the aircraft is not adequately positioned on stand the pilot should proceed as directed by ATC. Prior to undertaking the manoeuvre, in order to re-position onto stand, the pilot must request permission from ATC to enter the taxilane and advise ATC if the aircraft is unable to follow the stand lead-off line. Only once permission has been granted by ATC shall the pilot commence the movement into the taxilane.
h) Use of aircraft Auxiliary Power Units (APUs) are subject to strict controls as set out in published airport regulations. Between the hours of Mon-Fri 0630-2200 (0530-2100); Sat 0630-1230 (0530-1130); Sun 1230-2200 (1130-2100), APUs should be shut down as soon as practicable following arrival and not restarted until 10 minutes prior to departure, except when the outside air temperature (as promulgated by ATC) is below +5C or above +20C. Flights with departure times at or just after published airfield opening time are able to start APU from STD -10 mins but not before Mon-Sat 0620 (0520) or Sun 1220 (1120). Operators wishing to use their APU during the above conditions should contact ATC and inform them of APU start-up. This will allow ATC and AO to note APU running times that may be required by the local authority. The use of APUs are not permitted outside of published airfield operating hours unless the airfield operating hours have been extended. Fixed Electrical Ground Power (FEGP) or Mobile Ground Power (MGP) must be used whenever available and serviceable.
i) Pilots should caution other aircraft in the process of parking when taxiing.
j) E295/E290/BCS1 – Stand 10L: When parking on Stand 10L, E295/E290/BCS1 are not to vacate the runway at Alpha. When parking Stand 10L, Stand 9 will be vacant.

3 CAT II/III OPERATIONS

a) London City Airport is not suitable for lower than standard category I operations.

4 WARNINGS

a) Windshear - When landing on either runway in strong wind conditions pilots may experience building induced turbulence and/or windshear. Pilots initiating a missed approach due to windshear should report Windshear Go-Around to alert ATC to possibility of a level bust. The Standard Missed Approach altitude is 2000 FT.
b) Compass Error when using Runway 27 hold. Some aircraft types may experience magnetic disturbances, affecting the Heading Reference System. Pilots should ensure that, when positioned for take-off from Runway 27, the aircraft heading reference is checked against the runway alignment. Flight crew noticing a compass anomaly should notify ATC as soon as possible.
c) Level Bust - All Standard Instrument Departures have stop altitudes of 3000 FT due to presence of London TMA.

5 HELICOPTER OPERATIONS

a) Use of the airport by helicopters is not permitted without prior authorisation from the Airport Authority.
b) See EGLL AD 2.22 and chart AD 2-EGLL-3-2 for details of helicopter procedures within the London CTR and London City CTR.

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

EGLC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

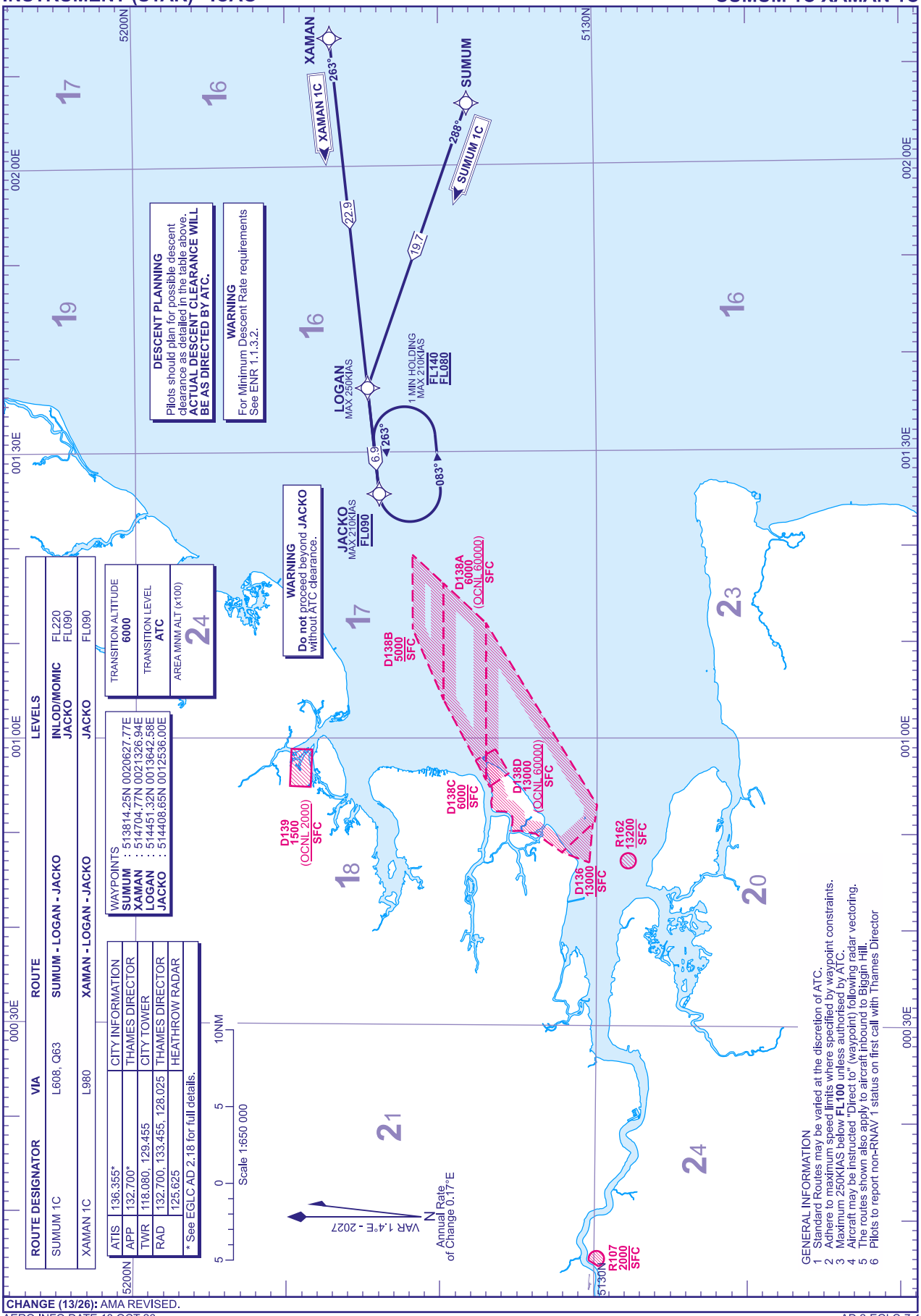
Not applicable

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RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
SUMUM 1C XAMAN 1C



CHANGE (13/26): AMA REVISED.

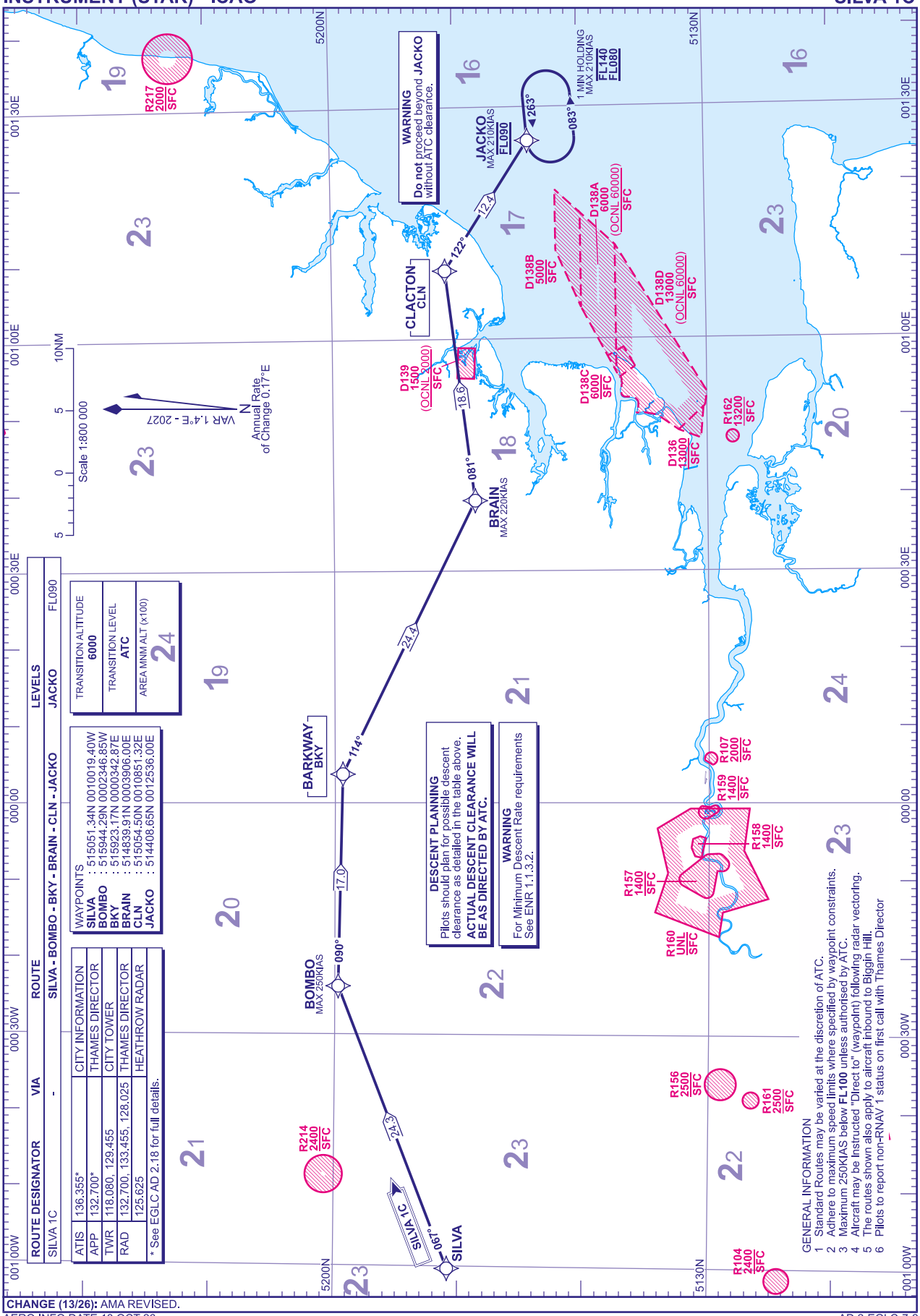
AERO INFO DATE 13 OCT 26

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

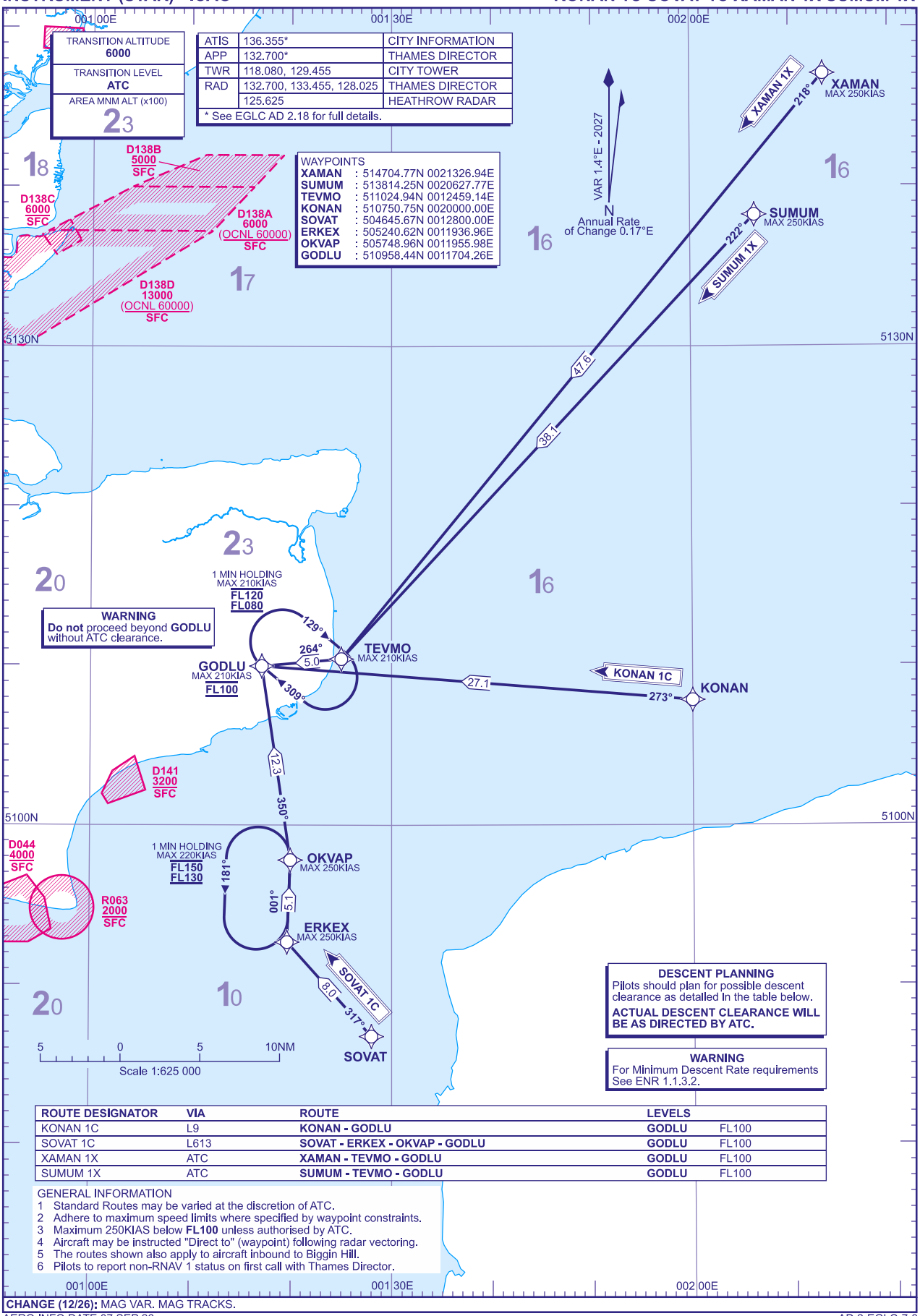


CHANGE (13/26): AMA REVISED.
AERO INFO DATE 13 OCT 26

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
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.

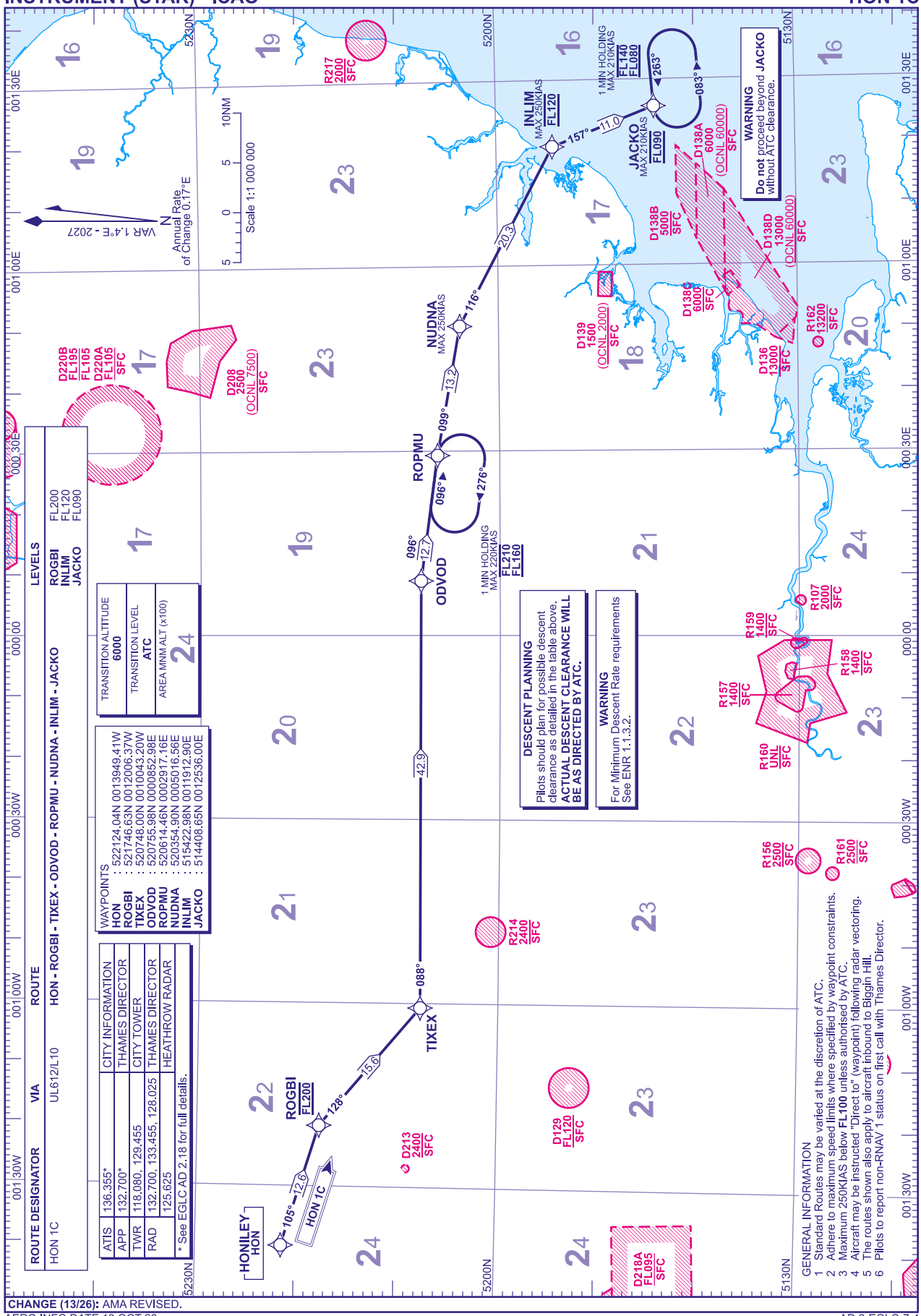
AERO INFO DATE 07 SEP 26

AD 2-EGLC-7-3

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON CITY
RWY 09/27
HON 1C

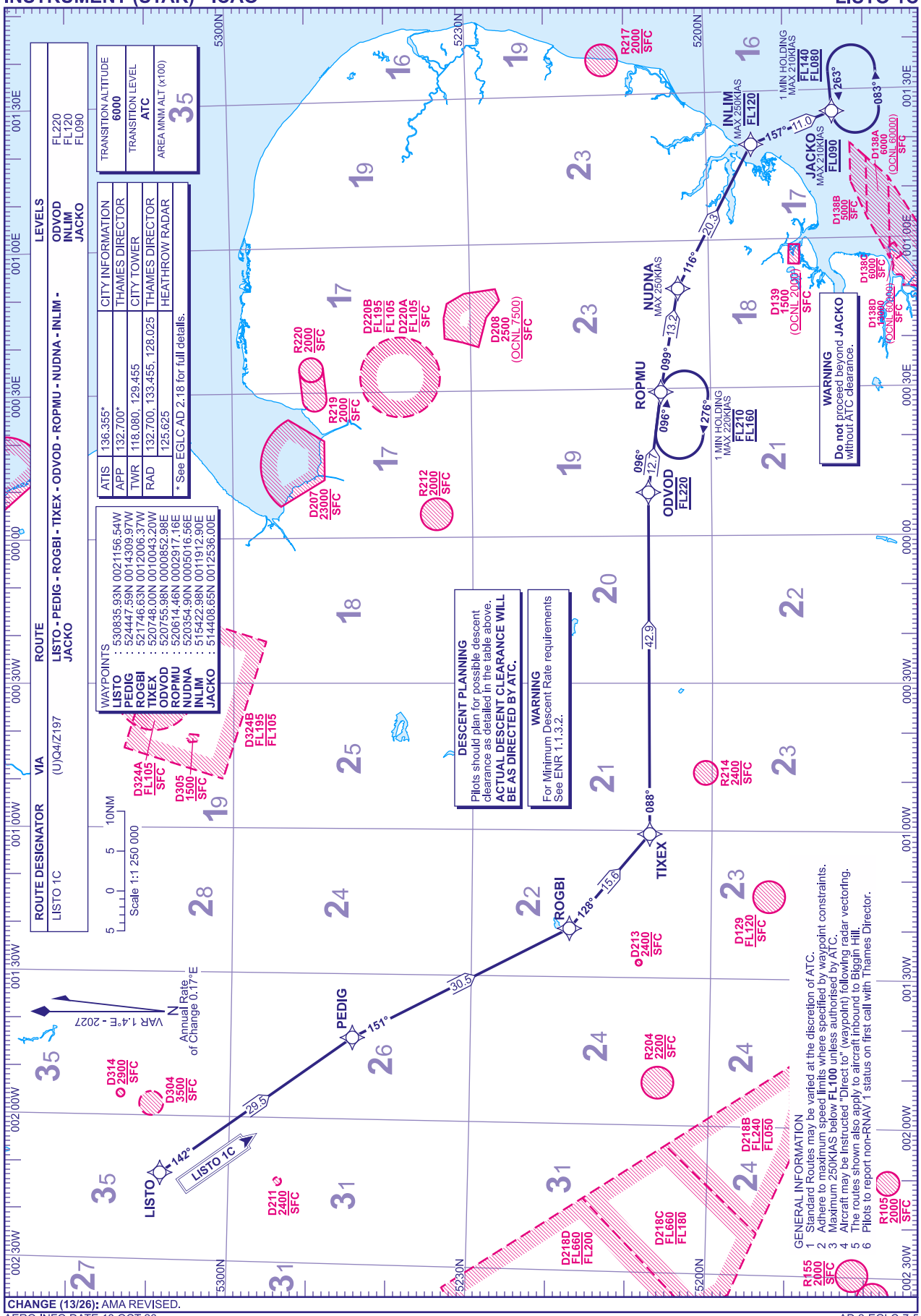


CHANGE (13/26): AMA REVISED.
AERO INFO DATE 13 OCT 26

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
LISTO 1C



CHANGE (13/26): AMA REVISED.

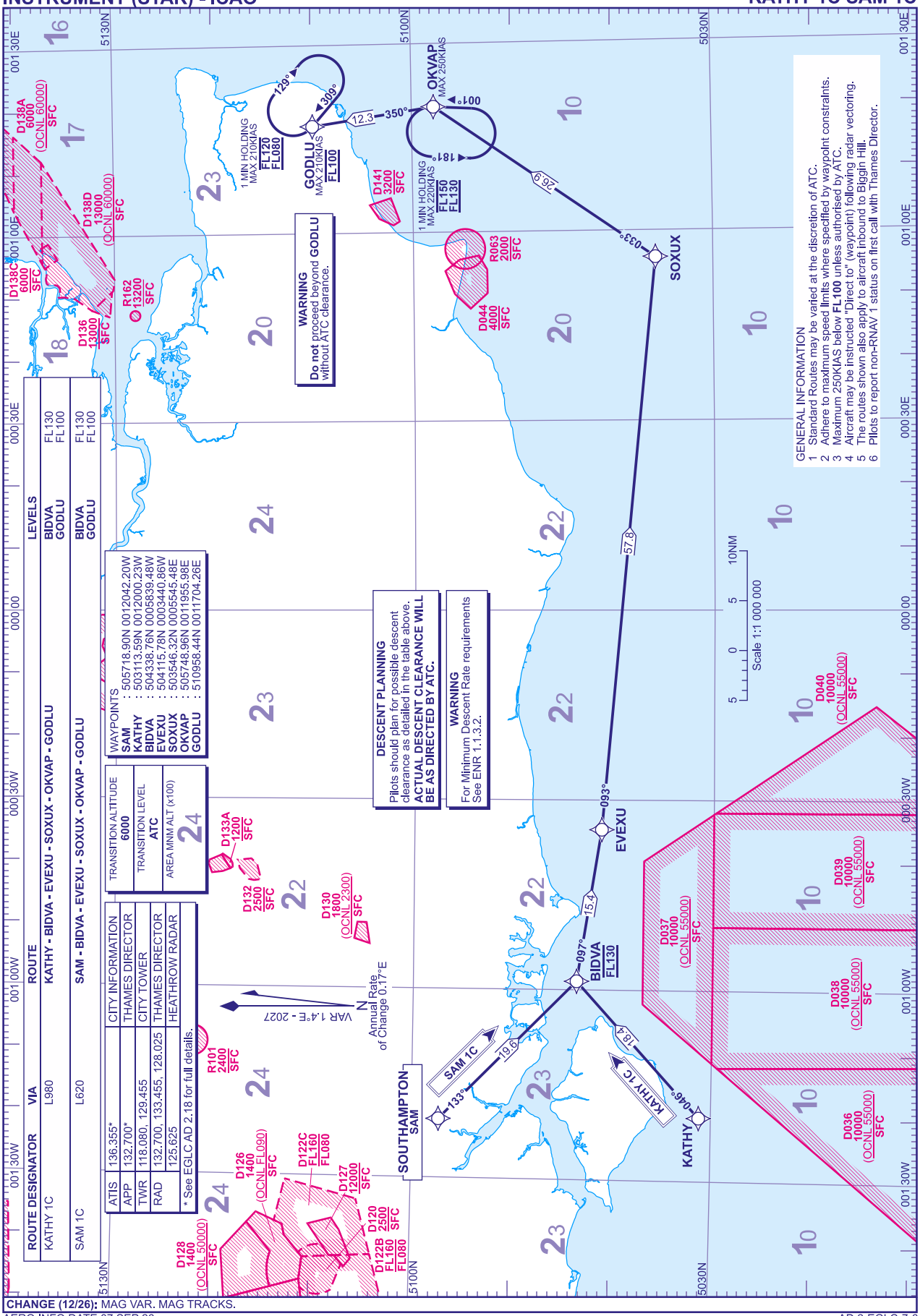
AERO INFO DATE 13 OCT 26

AD 2-EGLC-7-5

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

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

LONDON CITY
RWY 09/27
KATHY 1C SAM 1C



CHANGE (12/26): MAG VAR. MAG TRACKS.
AERO INFO DATE 07 SEP 26

AD 2-EGLC-7-6

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGKK7956) 26L/APPROACH	TREE	510901.21N 0000940.88W	245 FT	47 FT	No	-
(EGKK7605) 26L/APPROACH	TREE	510900.69N 0000923.21W	277 FT	73 FT	No	-
(EGKK8287) 26R/TAKE-OFF	BUSH	510850.37N 0001254.53W	236 FT	11 FT	No	-
(EGKK8285) 08L/APPROACH	TREE	510849.92N 0001256.25W	236 FT	38 FT	No	-
(EGKK3754) 26R/TAKE-OFF	TOP OF BANK	510849.33N 0001254.32W	227 FT	0 FT	No	-
(EGKK8281) 08L/APPROACH	TREE	510848.81N 0001256.23W	234 FT	36 FT	No	-
(EGKK2207) 26R/TAKE-OFF	OBS LIGHT	510848.80N 0001254.27W	227 FT	4 FT	Yes Red	-
(EGKK8274) 26R/TAKE-OFF	TREE	510847.47N 0001255.96W	234 FT	37 FT	No	-
(EGKK2026) 26R/TAKE-OFF	FENCE	510846.37N 0001254.87W	206 FT	8 FT	No	-
(EGKK7781) 26R/TAKE-OFF	TREE	510845.99N 0001316.27W	252 FT	43 FT	No	-
(EGKK5955) 26R/TAKE-OFF	TREE	510844.78N 0001319.93W	246 FT	39 FT	No	-
(EGKK7796) 08R/APPROACH	TREE	510842.85N 0001436.51W	387 FT	76 FT	No	-
(EGKK8254) 26L/TAKE-OFF	TREE	510842.53N 0001255.75W	225 FT	29 FT	No	-
(EGKK8252) 26L/TAKE-OFF	TREE	510842.19N 0001254.49W	215 FT	19 FT	No	-
(EGKK5936) 26R/TAKE-OFF	TREE	510840.27N 0001348.84W	290 FT	71 FT	No	-
(EGKK7814) 08R/APPROACH	TREE	510838.84N 0001454.32W	407 FT	49 FT	No	-
(EGKK4802) 08R/APPROACH	TREE	510838.21N 0001513.49W	434 FT	95 FT	No	-
(EGKK8221) 08R/APPROACH	TREE	510835.92N 0001250.10W	234 FT	33 FT	No	-
(EGKK8215) 08R/APPROACH	TREE	510835.36N 0001249.13W	237 FT	36 FT	No	-
(EGKK3601) 26L/TAKE-OFF	TREE	510834.02N 0001430.31W	364 FT	98 FT	No	-
(EGKK7718) 26R/TAKE-OFF	TREE	510832.68N 0001435.42W	376 FT	95 FT	No	-
(EGKK7728) 26L/TAKE-OFF	TREE	510832.41N 0001354.33W	310 FT	85 FT	No	-
(EGKK7729) 08R/APPROACH	TREE	510831.76N 0001355.40W	313 FT	88 FT	No	-
(EGKK7730) 26L/TAKE-OFF	TREE	510831.33N 0001355.02W	311 FT	87 FT	No	-
(EGKK7441) 26L/TAKE-OFF	TREE	510831.29N 0001447.40W	385 FT	61 FT	No	-
(EGKK7720) 08R/APPROACH	TREE	510831.18N 0001434.10W	373 FT	97 FT	No	-
(EGKK7439) 08R/APPROACH	TREE	510831.03N 0001451.65W	392 FT	55 FT	No	-
(EGKK7721) 26L/TAKE-OFF	TREE	510830.57N 0001430.87W	361 FT	97 FT	No	-
(EGKK4793) 26L/TAKE-OFF	TREE	510830.44N 0001531.25W	440 FT	77 FT	No	-
(EGKK7723) 26R/TAKE-OFF	TREE	510826.39N 0001455.34W	395 FT	67 FT	No	-
(EGKK2406) 08R/APPROACH	TREE	510826.02N 0001328.04W	300 FT	89 FT	No	-

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGKK2496) 08R/APPROACH	TREE	510825.78N 0001329.57W	298 FT	87 FT	No	-
(EGKK4726) 26R/TAKE-OFF	TREE	510825.48N 0001522.72W	432 FT	59 FT	No	-
(EGKK7437) 26L/TAKE-OFF	TREE	510824.23N 0001530.18W	441 FT	62 FT	No	-
(EGKK4868) 26L/TAKE-OFF	TREE	510821.46N 0001539.18W	447 FT	65 FT	No	-
(EGKK4631) 26L/TAKE-OFF	TREE	510819.46N 0001500.94W	401 FT	77 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGKK5650)	TREE	511037.51N 0001339.22W	403 FT	97 FT	No	-
(EGKK5116)	TREE	511035.90N 0002219.72W	1027 FT	81 FT	No	-
(EGKK5098)	TOWER FLAGPOLE	511034.88N 0002216.72W	1027 FT	63 FT	No	-
(EGKK5377)	TREE	511001.72N 0001424.27W	449 FT	106 FT	No	-
(EGKK4554)	MAST	510759.49N 0001410.18W	419 FT	110 FT	No	-
(EGKK6231)	BLDG MAST	510659.03N 0001055.13W	389 FT	154 FT	Yes Red	-
(EGKK4243)	MAST	510630.42N 0001246.13W	408 FT	127 FT	No	-

EGKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 30 hours
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text.TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	LONDON GATWICK
10	Additional information (limitation of service, etc.)	26R TDZ IRVR is 470 M downwind of the threshold.

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08R	Coded centreline with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Right/3° 68 FT 428 M	Light intensity high 893 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional 60 M spacing, first 393 M from RWY end showing red to displaced landing THR	Red	74 M beyond RWY end lights Red	Approach: Rapid Exit Taxiway Indicator Lights (RETILs) installed on Charlie Romeo and Delta Rapid Exit Taxiways (RETs). They provide a 3-2-1 countdown pattern of yellow lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed.
26L	Coded centreline with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI -/3° 69 FT 438 M	Light intensity high 893 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional 60 M spacing, first 267 M from RWY end showing red to displaced landing THR	Red	62 M beyond RWY end lights Red	Approach: Rapid Exit Taxiway Indicator Lights (RETILs) installed on Echo Romeo and Foxtrot Romeo Rapid Exit Taxiways (RETs). They provide a 3-2-1 countdown pattern of yellow lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed.

EGKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 510843.36N 0001206.75W (LGTD) - 510856.23N 0001034.04W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lighting with selective switching on all taxiway routes except Taxiway Yankee. EDGE: Taxiway Yankee has blue edge lights.
4	Secondary power supply/switch-over time	Yes - CAT I/II/III. 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGKK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	See AD 2.20, Section 5.

EGKK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON GATWICK CTR 511258N 0001129W - 511200N 0000341E thence clockwise by the arc of a circle radius 10 NM centred on 510853N 0001125W to 510550N 0000342E - 510240N 0001923W thence clockwise by the arc of a circle radius 8 NM centred on 510853N 0001125W to 511118N 0002332W - 511258N 0001129W	Upper limit: 2500 FT ALT Lower limit: SFC	D	GATWICK DIRECTOR English	6000 FT	-	See AD 2.EGKK-4-1, AD 2.EGKK-4-2 and EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LONDON GATWICK ATZ A circle, 2.5 NM radius, centred at 510853N 0001125W on longest notified runway (08R/26L)	Upper limit: 2203 FT ALT Lower limit: SFC	D	GATWICK DIRECTOR English	6000 FT	H24	See AD 2.EGKK-4-1, AD 2.EGKK-4-2 and EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. ATZ 2000 FT AAL.

EGKK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	GATWICK DIRECTOR	118.950 When instructed by ATC. DOC 25 NM/ 10,000 FT.	-	-	H24	-
		121.500 Emergency frequency O/R.	-	-	H24	
		126.825 DOC 45 NM/ 24,500 FT.	-	-	H24	
		129.025 When instructed by ATC. DOC 45 NM/ 24,500 FT.	-	-	H24	
TWR	GATWICK DELIVERY	121.955 Ground Movement Planning. Departing aircraft are to make initial call to 'Gatwick Delivery' on this frequency during hours of operation. At other times call 'Gatwick Ground'. DOC 5 NM/GND.	-	-	0630-2100 (0500-2100) or as directed.	-
	GATWICK GROUND	121.805 Ground Movement Control. DOC 5 NM/GND.	-	-	0530-2300 (0400-2300)	
	GATWICK TOWER	121.500 Emergency frequency O/R.	-	-	H24	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		124.230 DOC 25 NM/ 10,000 FT.	-	-	H24	
		134.230 When instructed by ATC. DOC 40 NM/ 15,000 FT.	-	-	H24	
ATIS	GATWICK INFORMATION	136.525 DOC 60 NM/ 20,000 FT.	-	-	H24	-
OTHER	GATWICK FIRE	121.605 Non-ATS Frequency	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGKK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 1.34°E (2027)	IGG	110.900 MHz	HO	510906.95N 0000946.07W	-	(RWY 08R)
ILS/GP	IGG	330.800 MHz	HO	510842.61N 0001207.56W	-	3° ILS Ref Datum Hgt 51 FT.
ILS/LOC III 1.33°E (2027)	IWW	110.900 MHz	HO	510841.14N 0001253.32W	-	(RWY 26L)
ILS/GP	IWW	330.800 MHz	HO	510855.49N 0001032.98W	-	3° ILS Ref Datum Hgt 51 FT.
VOR/DME 1.24°E (2027) 0.6°E (2022)	OCK	100X 115.300 MHz	H24	511818.17N 0002649.86W	200 FT	RNAV Substitution Only. VOR DOC: 25 NM/25,000 FT and 35 NM/25,000 FT in the sector 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.
VOR/DME 1.82°E (2027) 1.4°E (2025)	DVR	96Y 114.950 MHz	H24	510945.44N 0012132.71E	325 FT	VOR DOC: 60 NM/50,000 FT. DME DOC: 80 NM/50,000 FT (200 NM/50,000 FT in Sector R014°-074°).
VOR/DME 0.98°E (2027) 0.8°E (2024)	SAM	80Y 113.350 MHz	H24 Hours of operation for aerodrome purposes: HO	505718.90N 0012042.20W	64 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034). DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314). On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 1.17°E (2027) 1.4°E (2026)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT	VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304º to 134º. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299°-044°.
DME	IGG	46X 110.900 MHz	HO	510849.96N 0001120.43W	212 FT	(RWY 08R) On AD. DME freq paired with ILS I-GG and I-WW. Zero range is indicated at THR of Runway 08R and 26L.
DME	IWW	46X 110.900 MHz	HO	510849.96N 0001120.43W	212 FT	(RWY 26L) On AD. DME freq paired with ILS I-GG and I-WW. Zero range is indicated at THR of Runway 08R and 26L.
VOR/DME 1.39°E (2027) 1.1°E (2024)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
VOR/DME 1.41°E (2027) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 1.58°E (2027) 1.6°E (2026)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R288-028 and 45 NM/50,000 FT in Sector R248-288). DME DOC: 60 NM/50,000 FT.
VOR/DME 1.20°E (2027) 1.0°E (2024)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R354-164). DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R239-359).
VOR/DME 1.44°E (2027) 1.4°E (2025)	MAY	126X 117.900 MHz	H24	510101.86N 0000658.04E	384 FT	VOR DOC: 20 NM/25,000 FT (30 NM/25,000 FT in Sector R259-329 and 35 NM/25,000 FT in the Sector R059-094). DME DOC: 40 NM/25,000 FT (60 NM/25,000 FT in Sector R104-164). Due to terrain, coverage at low level is reduced in Sector R314-039.

EGKK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Gatwick CTR.
b) Departing aircraft are to call Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed. If Delivery is closed, the ATIS will state which frequency to contact for clearance and start.
c) Aircraft requiring to depart from Hold Mike 1 must advise Gatwick Delivery before start up.
d) Surface wind data is available for both ends of the duty runway. Normally, only the Touchdown surface wind will be passed. Stop end surface wind information is available on request. When the surface wind is between 300 degrees and 030 degrees and the average speed is 8 KT or less, ATC may use instant wind if the validity of the wind data displayed to them is in doubt. This is due to the sensitivity of the anemometer system and how the 2-minute average is calculated.
e) All flights operating at London Gatwick Airport are subject to prior approval of the Chief Executive Officer, Gatwick Airport Ltd (GAL), and require a slot allocated by Airport Coordination Ltd (ACL).

f) Flights for aerobatic, recreational, commemorative, charity and record breaking purposes will not be permitted to use the airport, except with the prior approval of the Chief Executive Officer.
g) Planned Diversion Procedure – Airline and other operators are advised that before selecting Gatwick as an alternate, prior arrangements for ground handling should have been agreed with one of the nominated handling agents.
h) The use of this airport for training purposes is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
i) This Airport may be used by Executive and Private Aircraft (General Aviation) subject to the following conditions:

i. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday (excluding public holidays) by e-mail: lonacxh@acl-uk.org; or Tel: 0208-564 0605, or at all other times to GAL Flow Planning Tel: 01293-503089/221 or e-mail: flow.planners@gatwickairport.com (or to their nominated handling agent who will obtain prior permission from Airport Coordination Ltd or GAL Flow Planning). Online Coordination System (OCS) account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/.

Prior permission for General Aviation operators should be requested not more than 10 days and preferably not less than 24 hours before intended movement. The following details must be notified for each flight:

1. Aircraft type, registration and operator;
2. Point of origin and destination;
3. Date/time of ETA and ETD Gatwick;
4. Nominated handling agent. (Mandatory for both domestic and international flights).

Due to increasing demand for runway slots, particularly at peak times of the day, General Aviation operators are advised that their requested slot time may not be available. In this case, the available runway slot times nearest to those requested will be offered by Airport Co-ordination Ltd. It is emphasised that runway slots are required for both arrivals at and departures from Gatwick. No runway slot is valid unless identified by a reference number in the form of a letter and five digits. The filing of a flight plan does not confer permission to use Gatwick Airport. Runway slots are required in addition to ATC slots. ATC clearance to approach/land or taxi/take-off does not imply the existence of a valid runway slot.

ii. General Aviation Terminal opening hours are: 0500-2300 (0400-2200). Hours by appointment only: 2300-0500 (2200-0400).
iii. All international passengers arriving on private and executive aircraft requiring HM Customs clearance, must proceed with their handling agent to the South Terminal.
iv. All commanders of private and executive aircraft arriving or departing on an international flight must obtain HM Customs clearance via their handling agent from the Customs Report Office in Atlantic House.
v. General Aviation Terminal – Meteorological Information.

There are no comprehensive meteorological facilities at the General Aviation Terminal. Pilots requiring meteorological information must either self-brief or arrange for their Handling Agent to collect the information on their behalf.

j) Fixed-wing and rotary aircraft using London Gatwick Airport do so in accordance with the Gatwick Conditions of Use document. A copy of the document is available on the London Gatwick Airport website: www.gatwickairport.com/company/about-us/regulation.html.
k) Nothing in the paragraphs above shall, however, prevent an aircraft that has declared an emergency from landing.
l) Fixed Electrical Ground Power must be used when available. Use of aircraft Auxiliary Power Units (APUs) and Ground Power Units (GPUs) are strictly controlled to minimise environmental impact. APUs must be shut down after arrival and only restarted before departure according to the timescales described in detail in published Gatwick Airport Directives and Notices, a summary of which is detailed below. Regular audits take place to ensure compliance with the regulations. Dispensation to use GPUs must be requested from GAL Airfield Operations Tel: +44(0)1293-503090.

	APU may be started before Scheduled Off Blocks Time (SOBT)	**APU must be shutdown after arrival on stand within**
Narrow Body Aircraft (Code A, B & C)	No more than 15 minutes prior to SOBT. **Or** not more than 30 minutes prior to SOBT when the FEGP has not been upgraded to provide enough power to support the FMS.	10 minutes
Wide Body Aircraft (Code D, E & F)	No more than 50 minutes prior to SOBT **Or** not more than 90 mins prior to SOBT when the FEGP has not been upgraded to provide enough power to support the FMS.	10 minutes

† Exceptions to these restrictions are:

Note 1: *When an aircraft is scheduled to be towed off to another location the APU may be restarted not in excess of 10 minutes prior to the planned movement.*

Note 2: *When the planned towing movement as specified under Note 1 is delayed by ATC, then the APU may be left running.*

Note 3: *Where the Aircraft Commander reasonably assesses the cabin temperature is such that bleed air is required to provide a safe environment for passengers and crew, the APU restriction may be extended without prior approval as follows:*

- *Narrow Body Aircraft up to 60 minutes before SOBT.*
- *Wide Body Aircraft up to 90 minutes before SOBT.*

Note 4: *Further exemptions may be requested from GAL Airfield Operations in accordance with Gatwick Airport Directives and Notices.*

2 GROUND MOVEMENT

a) General

i. Ground Movement Control (GMC) is in continuous operation and all surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority.
ii. Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.
iii. Within the Manoeuvring Area, pilots will be cleared to proceed under general direction from GMC and they are reminded of the extreme importance of maintaining a careful lookout at all times. ATC instructions will normally specify the taxi route to be followed. Four Hot Spots (HS) where heightened attention is necessary are included on charts AD EGKK-2.

1. HS1 Foxtrot Romeo RET: When exiting Runway 26L at FR aircraft do not have to call for clearance to cross Runway 26R onto Taxiway Juliet.
2. HS2 Taxiway Echo: Potential routing error - Taxiway Echo is only available for aircraft vacating Runway 26L via ER RET. Taxiway Echo is one-way for northbound traffic only.
3. HS3 Delta RET: Possible routing error - traffic vacating Runway 08R at Delta be aware of potential confusion between Taxiways Romeo and Quebec.
4. HS4 Taxiway Juliet: Potential routing error - pilots taxiing eastbound on Taxiway Juliet be aware the taxiway deviates to the north at this point.

iv. Departing aircraft on first contact with Gatwick ATC must state aircraft type, stand number and the code letter of the latest ATIS received and maintain a listening watch on the appropriate frequency.
v. **It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for their type of aircraft.**
vi. Pilots of departing aircraft are reminded to contact Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed.
vii. Pre-departure clearance by datalink is available for suitably equipped aircraft. Pilots requesting pre-departure clearance by datalink must when entering the stand number ensure that:

1. Stand designators are entered as appropriate (eg. 141L, 562, 34R);
2. Ensure the stand number is entered with at least 2 figures (eg. 05).

viii. Taxiway Mike is available as an entry point to Runway 26L. Taxiway Mike can not be used as an exit point from Runway 08R.
ix. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.
x. The taxiway system is designed for Cockpit Over Centreline (COCL) techniques however Judgemental Oversteer may be used at crews' discretion.

b) Gatwick Airport is equipped with an advanced surface movement radar utilising Mode-S.

i. Aircraft operators intending to use London Gatwick Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
ii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available (OFF or STDBY should not be used), and the assigned Mode-A code.

1. From the request for push back or taxi, whichever is earlier;
2. After landing, continuously until the aircraft is fully parked on stand.

iii. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.
iv. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

c) Aprons

i. The aircraft commander must confirm with the ground crew, via the headset operator, that they are ready to push **before** calling ATC for pushback clearance. This is to ensure the tug driver is in the tug and listening for communications between 'Gatwick Ground' and the flight deck. **If the Aircraft Commander is not in two-way headset communication with the tug crew, they must inform the ATC Ground Movement Planner (GMP) 'Gatwick Delivery' when reporting ready for start**. It is important that the tug driver is able to listen to the exchange between the flight deck and ATC on the relevant frequency, so that the tug crew/ground crew have a full understanding of the detail of the ATC clearance. If the tug driver has not heard or understood the pushback clearance they must not push the aircraft. Requests and clearances will be issued between the flight deck and ATC only. On receipt of pushback clearance, the flight deck shall report the instruction verbatim to the ground crew. Any clarification required from the tug driver shall, in the first instance, be directed to the flight deck. If further clarification is required, then the tug driver should contact ATC
ii. The Manoeuvring Area is equipped with the following forms of taxiway guidance:

1. Yellow painted taxiway centre-lines;
2. Yellow painted holding position lines at the approach to runways;
3. Green taxiway centre-line lights and red stop bars controlled from the Tower;

4. An illuminated red stop bar means **STOP.** Aircraft must not proceed until the stop bar is extinguished or ATC permission is received;
5. Runway Guard Lights are installed at all runway/taxiway intersections, comprising dual alternating flashing yellow lights, operating H24;
6. Taxiway Unavailable Bars (TUBS) comprising of a line of red stop lights spaced at approximately 3 M centres across the full width of the mouth of each exit taxiway adjacent to Runway 08R/26L and running parallel to the runway centreline. TUBS are installed at Alpha, Bravo, Bravo Romeo, Charlie, Charlie Romeo, Delta, Echo Romeo, Foxtrot Romeo, Golf, Golf Romeo, Hotel and Juliet, to prevent incursions onto taxiways which are unavailable due to operational issues such as Work in Progress.

iii. Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in apron areas, where jet blast can affect adjacent stands.
iv. Cross-Bleed Starts - if informed by an aircraft that a cross-bleed start is required, ATC must consider the blast effect and utilise a non-standard push back if required. Aircraft must be aligned with the taxiway centreline before commencing the cross-bleed start.
v. Pilots pushing from Stand 12 are reminded not to start engines until the aircraft has been pulled forward abeam Stand 12, due to jet blast on the neighbouring airside road.
vi. After pushback from Stand 38 aircraft will be stopped off the taxiway centreline prior to being disconnected. When approved to taxi pilots should follow the broken yellow centreline back onto Taxiway Lima.
vii. Engines must not be run above ground idle during push-back. In any circumstances where ground idle or breakaway power needs to be exceeded, prior authorisation is required from ATC. GAL Airfield Operations may need to attend to ensure there is no jet blast risk.
viii. In the event of a mis-routeing, or the need to execute an unorthodox manoeuvre the flight deck must request revised instructions from ATC. This may require the attendance of a GAL Airfield Operations Leader Vehicle or assistance of an aircraft tug for the manoeuvre to be completed safely.
ix. Some operators may choose to taxi without all aircraft engines running. This type of operation has the potential to increase blast, especially when starting to move or negotiating tight turns. Operators must have assessed the jet blast risks before carrying out this reduced engine taxi procedure.
x. Aircraft are not authorised to power back off stands under their own power.

d) Ground movement of large aircraft - Code D (Wingspan between 36 M < 52 M)

i. The following routes are not available for Code D aircraft:

1. Taxiway Alpha November East of Taxiway Mike;
2. Taxiway Juliet East of Taxiway November;
3. Taxiway Victor East of Taxiway Whiskey;
4. Taxiway Whiskey;
5. Taxiway Zulu between Taxiway November and Taxiway Whiskey.

e) Ground movement of large aircraft - Code E (Wingspan between 52 M < 65 M)

i. The following routes are not available for Code E aircraft:

1. Taxiway Alpha November East of Taxiway Mike;
2. Taxiway Juliet East of Taxiway November;
3. Taxiway Victor East of Taxiway Whiskey;
4. Taxiway Whiskey;
5. Taxiway Zulu between Taxiway November and Taxiway Whiskey;
6. Taxiway Alpha Sierra is restricted to maximum Code D aircraft when Code F aircraft are using Taxiway Alpha November east of Taxiway Papa.

ii. The following restrictions apply:

1. Taxiway Lima between Taxiways Quebec and Sierra has a substandard but positive physical obstacle clearance (minimum of 42.5 M) due to the proximity of the adjacent road;
2. Taxiway Lima East of Stand 36 is not available for Code E aircraft with a wingspan in excess of 61 M due to the proximity of the adjacent blast screen;
3. Taxiway Yankee from Whiskey 1 Hold to Yankee 3 Hold is not available for Code E aircraft with a wingspan in excess of 61 M due to the proximity of the adjacent road.

f) Ground movement of large aircraft - Code F (Wingspan between 65 M < 80 M)

i. Taxiway routes available to Code F aircraft are shown on Aerodrome Chart AD 2-EGKK-2-5, marked in yellow:

1. There is a substandard but positive physical obstacle clearance (minimum of 47.5M) on Taxiway Juliet between Taxiways Sierra and Tango;
2. Taxiway Alpha Sierra is restricted to maximum Code D aircraft when Code F aircraft are using Taxiway Alpha November east of Taxiway Papa.

ii. The following contingency routes are also available for Code F aircraft:

1. Taxiway Romeo between Romeo Alpha and Lima;
2. Taxiway Lima between Taxiways Romeo and Quebec.

Prior approval is required from ATC due to the proximity of the road which restricts the availability of these routes and requires special procedures to be put in place in advance. Due to these restrictions the contingency routes are not shown in yellow on Aerodrome Chart AD 2.EGKK-2-5.

g) Remote De-icing – Aircraft Engines Running

i. There are two identified locations (de-icer pads) to enable remote de-icing of aircraft with engines running. They are managed and coordinated by the GAL de-icing service provider for airlines which have had Risk Assessments and Method Statements signed off by GAL. There is an agreed process in place for the operation of these pads.
ii. The two locations are uniquely identified as DA 43 and DA Sierra. Both will have resource to coordinate the operations and communicate with pilots and de-ice rig operatives. An electronic signage board will be provided for visual communications.

1. **DA 43**
Located on Stand 43 and can accommodate Code C aircraft only. The holding point for this pad is Stand 41. Aircraft will taxi to this location as directed by ATC.
2. **DA Sierra**
Located on Taxiway Sierra abeam Stands 170/171. Aircraft will be directed by ATC to hold on Taxiway Lima north of Taxiway Sierra prior to entering DA Sierra.

h) Remote Holding Procedures

i. Remote holding capacity is available to maintain the flow of aircraft by releasing occupied stands and pushback crews, this proactive approach supports optimal stand availability, reduces taxiway congestion and helps maintain overall airfield efficiency. ATC will endeavour to offer remote holding to applicable flights subject to availability. Flight crews must be ready for pushback and to promptly accept remote holding when requested. Flight crews must not request remote holding; the instruction will come from ATC and must be followed unless in exceptional circumstances. Applicable flights are usually those with CTOT or other delays in excess of 35 minutes however, ATC has the discretion to instruct other flights where there is an operational reason for doing so. Default positioning to remote hold is pushback and taxi, unless otherwise directed by ATC.
ii. Remote holding capacity is available via:

1. Stands 41 and 43.

a) Stands 41 and 43 Remote Holding/Drive-Through. Aircraft should stop at the positions indicated by the painted yellow stop arrows and await instructions from ATC. Access is available via Taxiways Kilo or Lima.
b) Stands 41E, 41W, 43E and 43W Remote Holding. From Taxiway Lima aircraft should enter the 41 or 43 centreline and then follow the east or west centreline. From Taxiway Kilo aircraft should access 41E, 41W, 43E and 43W via the specific lead-in arrow. Eastern centrelines are painted orange and western centrelines are painted blue. Aircraft stop positions are indicated by painted orange or blue stop arrows as appropriate. When approaching Stand 41E from the east along Taxiway Kilo, flight crews are to use judgemental oversteer when entering the stand to ensure suitable main undercarriage clearance of the adjacent grass area.
c) Stands 41E, 41, 41W, 43E, 43 and 43W Aircraft Parking Stands. When operating in aircraft parking stand mode, barriers will be deployed between Stands 41 and 43 and Taxiway Lima to safeguard the stands. Aircraft may only enter Stands 41E, 41, 41W, 43E, 43 and 43W via Taxiway Kilo and must be parked by a GAL Marshaller. In exceptional circumstances should an aircraft be required to taxi off Stand 41E, 41, 41W, 43E, 43 or 43W under its own power via Taxiway Lima, GAL Airfield Operations will require prior notification and authorisation via ATC.
d) Stand 42 is only available as a nose-in aircraft parking stand. Aircraft can self-park utilising the SEG system. Access is via Taxiway Kilo.

2. Straight pushback onto Stands 64L, 64R, 65, 66L, 66R, 132 and 133.
3. GAL aircraft marshaller guidance onto Stands 141R, 142R, 143L, 144L, 171L, 173, 175L, 230L, 231L, 232L and 233L. Pilots must not enter these stands until a marshaller is present. Access to Stand 173 is via the 173L lead-in arrow. Pilots should exit these stands by turning directly towards the taxiway centreline.
4. Tactical holding may be utilised on taxiways at the discretion of ATC.

i) Airport-Collaborative Decision Making (A-CDM)

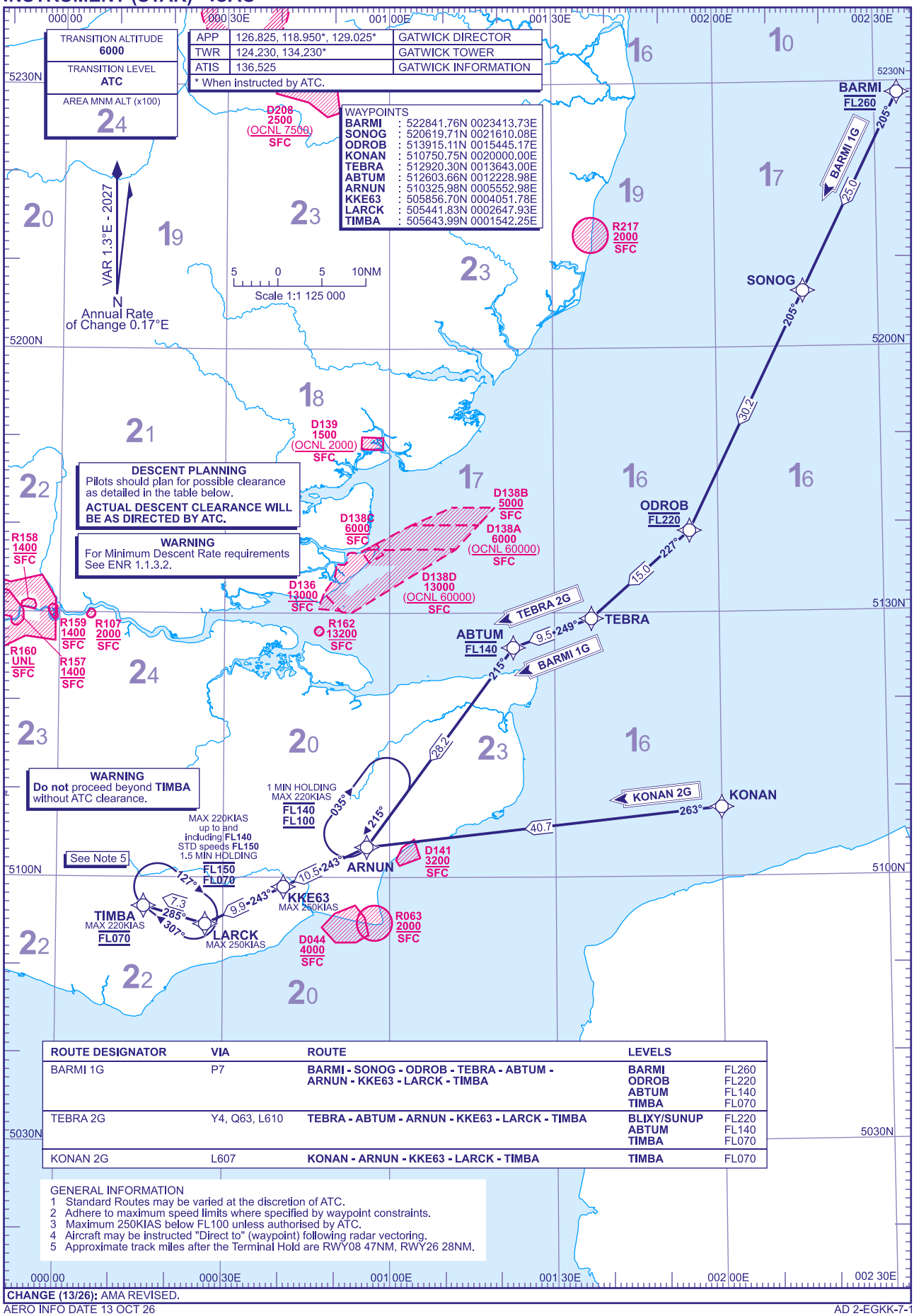
i. London Gatwick Airport is an A-CDM–coordinated Airport, meaning it has adopted the permanent and fully automatic data exchange Airport-CDM concept by providing a set of DPI messages (Departure Planning Information – E-DPI, T-DPI-t, T-DPI-s, A-DPI and C-DPI) to the Eurocontrol Network Manager Operations Centre (NMOC). This data transfer allows more accurate and efficient CTOT allocation. The basic NMOC procedures continue to apply but NMOC will take the local TTOT into consideration for CTOT calculation and will try to adjust it accordingly.
ii. Definitions of Commonly Used A-CDM Terms:

1. **Target Off-Blocks Time (TOBT) -** The time an aircraft is expected to be ready to leave the stand (agreed by Ground Handling Agent and flight deck) in the case of normal operations, or ready for on stand de-icing to commence (where appropriate), in the case of winter operations. This must be updated to an accuracy of +/- 5 minutes by GHA. Accurate and stable TOBTs enhance operations on the ground as they provide all airport partners with a clear picture of the intentions of aircraft on the ground.
2. **Actual Start Request Time (ASRT)** - The time an aircraft actually calls ready to Tower. Start requests will only be accepted if an aircraft is A-CDM compliant, meaning TOBT has not expired (which happens at TOBT + 5 minutes) and there are no other data issues with the flight plan.

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

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

LONDON GATWICK
BARMI 1G TEBRA 2G KONAN 2G



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
BARMI 1G	P7	BARMI - SONOG - ODROB - TEBRA - ABTUM - ARNUN - KKE63 - LARCK - TIMBA	BARMI ODROB ABTUM TIMBA	FL260 FL220 FL140 FL070
TEBRA 2G	Y4, Q63, L610	TEBRA - ABTUM - ARNUN - KKE63 - LARCK - TIMBA	BLIXY/SUNUP ABTUM TIMBA	FL220 FL140 FL070
KONAN 2G	L607	KONAN - ARNUN - KKE63 - LARCK - TIMBA	TIMBA	FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 Approximate track miles after the Terminal Hold are RWY08 47NM, RWY26 28NM.

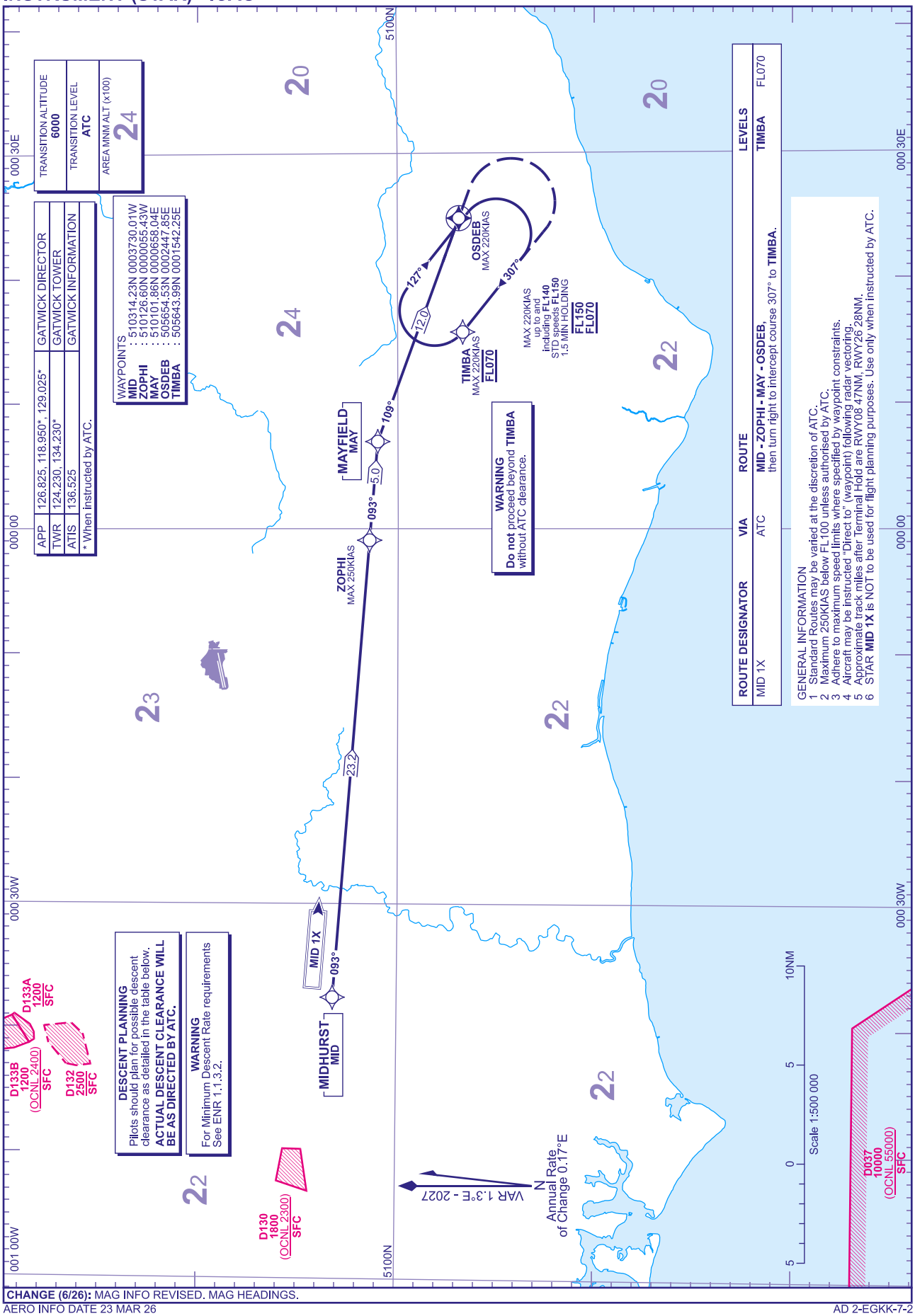
CHANGE (13/26): AMA REVISED.

AERO INFO DATE 13 OCT 26

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

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

LONDON GATWICK
MID 1X



CHANGE (6/26): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 23 MAR 26

AD 2-EGKK-7-2

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: 18 M sided triangular aiming point.
4	True BRG of FATO	FATO: DIR 27: 269.48°
5	Declared distance available	-
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	RNAV Substitution Only. 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	RNAV Substitution Only. 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.

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	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.
VOR/DME 1.39°E (2027) 1.1°E (2024)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	RNAV Substitution Only. 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	RNAV Substitution Only. 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	RNAV Substitution Only. 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	RNAV Substitution Only. 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	RNAV Substitution Only. 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	RNAV Substitution Only. 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
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.

Take-off Runway	ATC Clearance	Procedure	Take-off Runway	ATC Clearance	Procedure
	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.
	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) 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. Exceptionally, when circumstances necessitate, pilots may be instructed to carry out the Initial Approach procedures as detailed in paragraph 4 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 Initial Approach procedures 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 INITIAL APPROACH PROCEDURES

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 as detailed on the following charts;

i. AD 2.EGLL-7-20 INITIAL APPROACH PROCEDURES RWY 09L/R via BIG and OCK (RNAV SUBSTITUTION ONLY)
ii. AD 2.EGLL-7-21 INITIAL APPROACH PROCEDURES RWY 09L/R via BNN and LAM (RNAV SUBSTITUTION ONLY)
iii. AD 2.EGLL-7-22 INITIAL APPROACH PROCEDURES RWY 27L/R via BIG (RNAV SUBSTITUTION ONLY)
iv. AD 2.EGLL-7-23 INITIAL APPROACH PROCEDURES RWY 27L/R OCK (RNAV SUBSTITUTION ONLY)
v. AD 2.EGLL-7-24 INITIAL APPROACH PROCEDURES RWY 27L/R via BNN and LAM (RNAV SUBSTITUTION ONLY)
vi. AD 2.EGLL-7-25 INITIAL APPROACH PROCEDURES RWY 09L/R via CHT and EPM (RNAV SUBSTITUTION ONLY)
vii. AD 2.EGLL-7-26 INITIAL APPROACH PROCEDURES RWY 27L/R via CHT and EPM (RNAV SUBSTITUTION ONLY)

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 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 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 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 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							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	1000 FT		H	1000 FT	
▲ 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		600 FT			
▲ Cookham	SU 898 857 513345N 0004222W	Bridge over River Thames north of Cookham	2000 FT	800 FT	H		
∆ Pumpkin Hill	SU 943 845 513310.04N 0003831.21W	Golf Course west of Farnham Common				1500 FT	
∆ Stoke Poges	SU 990 835 513233.01N 0003423.36W	War memorial in Stoke Poges Village					
∆ 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	1500 FT	700 FT	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

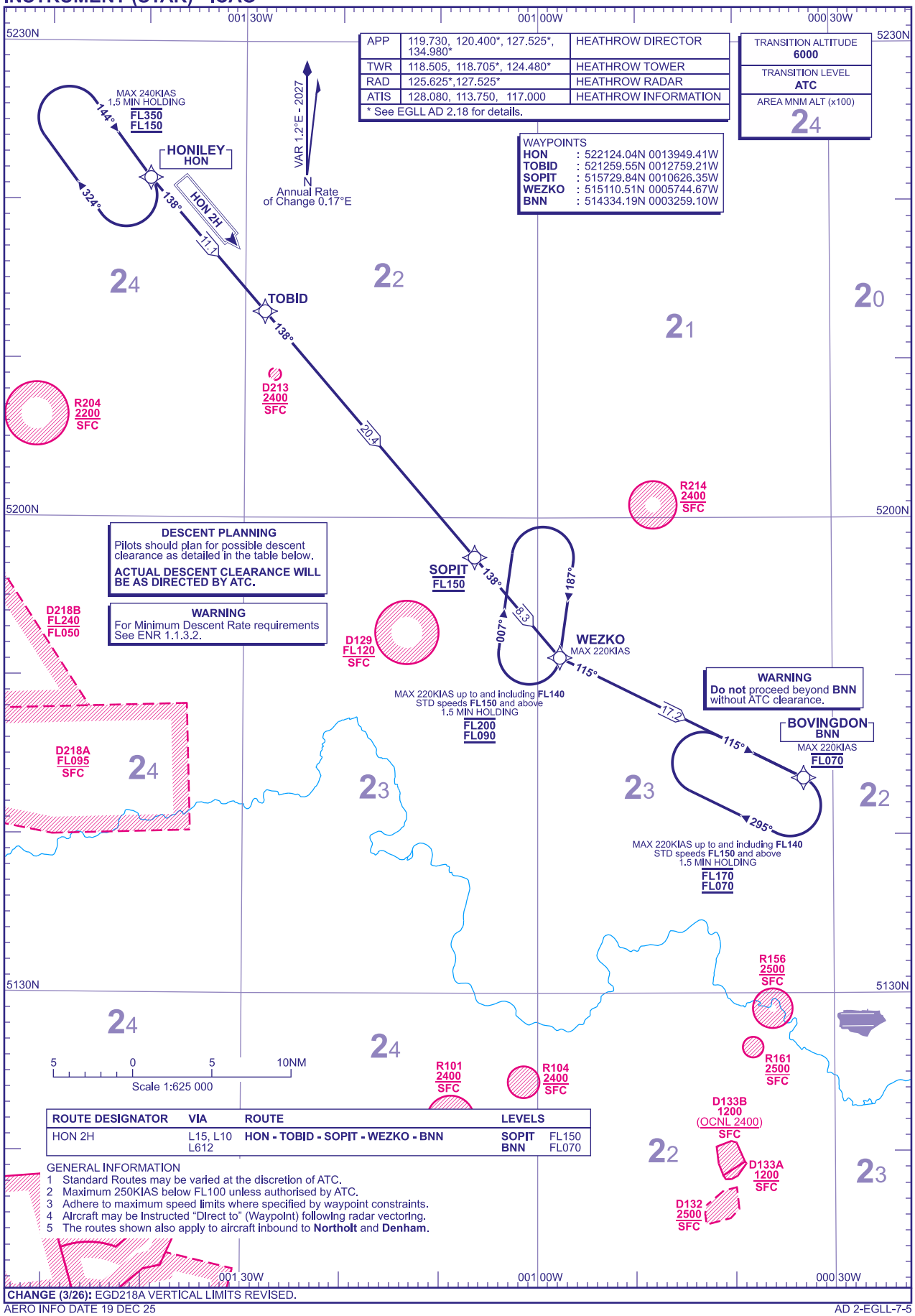
Not applicable

INTENTIONALLY BLANK

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

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

LONDON HEATHROW
HON 2H



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
HON 2H	L15, L10 L612	HON - TOBID - SOPIT - WEZKO - BNN	SOPIT FL150 BNN FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Maximum 250KIAS below FL100 unless authorised by ATC.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (Waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.

CHANGE (3/26): EGD218A VERTICAL LIMITS REVISED.

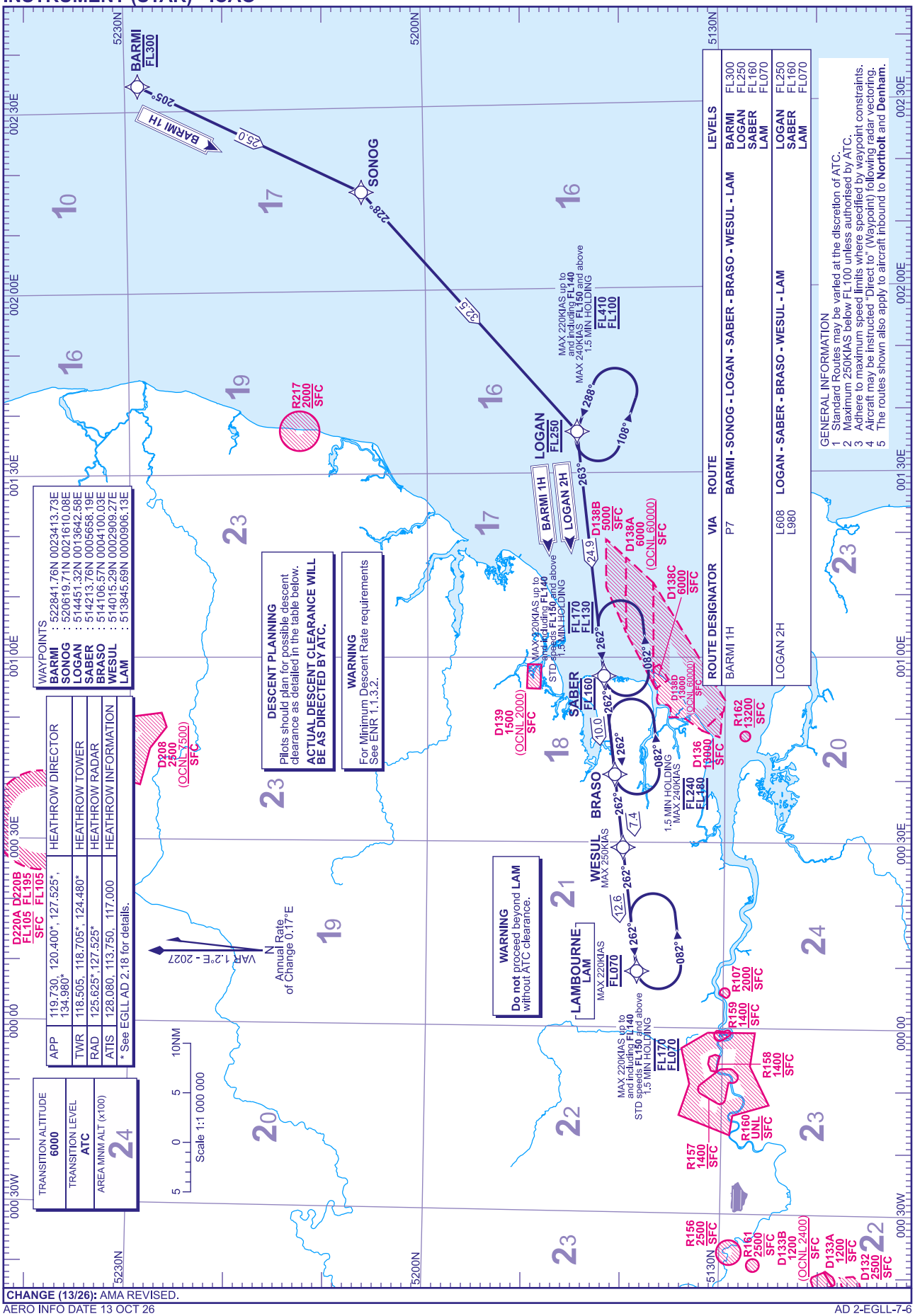
AERO INFO DATE 19 DEC 25

AD 2-EGLL-7-5

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

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

LONDON HEATHROW BARMI 1H LOGAN 2H



CHANGE (13/26): AMA REVISED.
AERO INFO DATE 13 OCT 26

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 2.19 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**.

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	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	Climb straight ahead. At I-LTN D3.4 turn left to intercept BPK VOR R313.
	RODNI	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	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)
	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)		MATCH/ Detling	Climb straight ahead to I-LTN D4.7, then turn right to intercept BPK VOR R335.

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 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. Aircraft departing outside the Airways System IFR may be given amended vertical SID clearances at a lower altitude. These flights are exempt from NPR requirements.*

Note 5: *Positioning flights to London Heathrow Airport or Northolt from Runway 25, to London Stansted from Runway 07 or aircraft departing outside of the airways system are exempt from NPR requirements.*

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. Aircraft departing IFR outside the Airways System will be issued a Standard Instrument Departure Procedure with amended vertical clearances to facilitate leaving Controlled Airspace.
c) ATC clearance is available from Luton Ground RTF 121.755 MHz, up to 20 minutes prior to aircraft flight planned departure time.
d) 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.
e) 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
f) Positioning flights to London Heathrow Airport or Northolt will be cleared on a RODNI Standard Instrument Departure as far as WICEK/ OSWAH direct to BNN (514334N 0003259W) and will be allocated a level within controlled airspace prior to departure.
g) Positioning flights to London Stansted Airport will be cleared on an OLNEY Standard Instrument Departure as far as OXPAC/OFGOM direct to BKY (515923N 0000343E) 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 INSTRUMENT DEPARTURE CODING TABLES - RWY 25 MATCH 3Y
AD 2.EGGW-6-7
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 25 DET 3Y
AD 2.EGGW-6-8
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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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 (13/26): PAGE RENUMBERED.
AERO INFO DATE 29 SEP 26

Standard Instrument Departure Coding Tables

London Luton Runway 25 DET 3Y

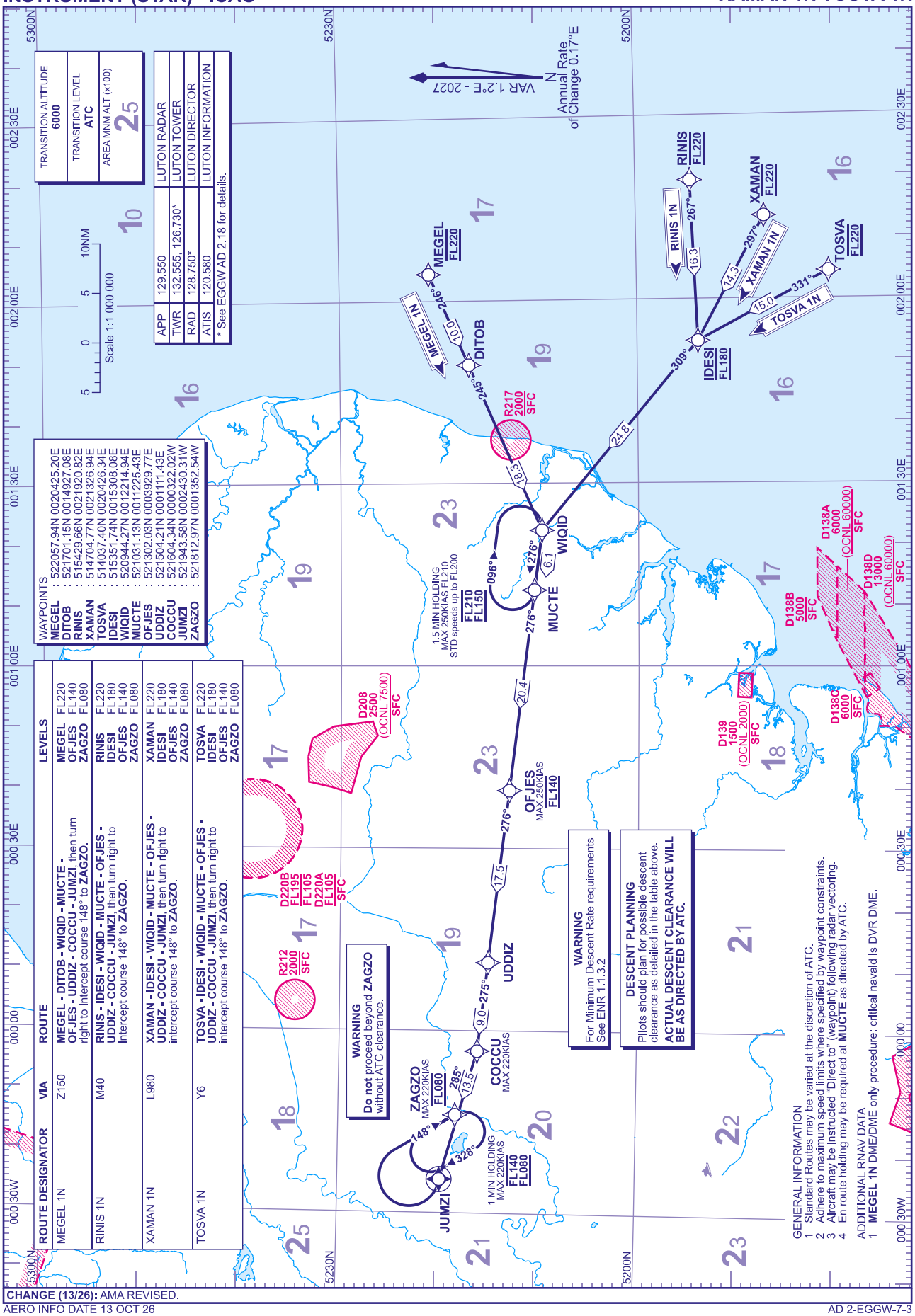
Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint (KT)	Navigation Performance
DET 3Y	001	CA	-	-	-	253° (254.4°)	1.2	-	LEFT	+1030	-	RNAV1
DET 3Y	002	DF	GWS01	515119.98N 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 (13/26): PAGE RENUMBERED.
AERO INFO DATE 29 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 LUTON
MEGEL 1N RINIS 1N
XAMAN 1N TOSVA 1N



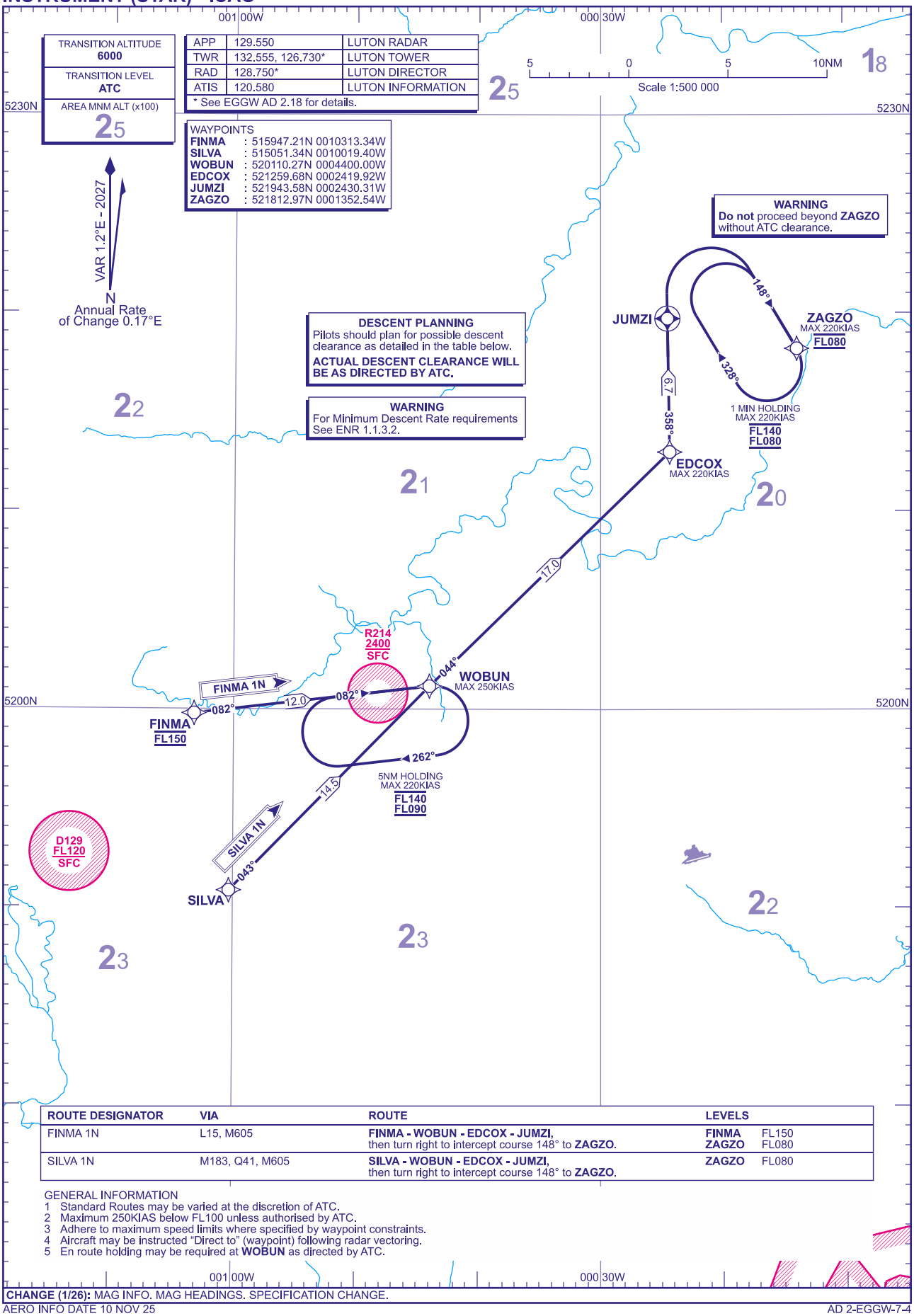
ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
MEGEL 1N	Z150	MEGEL - DITOB - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI, then turn right to intercept course 148° to ZAGZO.	MEGEL FL220 OFJES FL140 ZAGZO FL080
RINIS 1N	M40	RINIS - IDESI - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI, then turn right to intercept course 148° to ZAGZO.	RINIS FL220 IDESI FL180 OFJES FL140 ZAGZO FL080
XAMAN 1N	L980	XAMAN - IDESI - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI, then turn right to intercept course 148° to ZAGZO.	XAMAN FL220 IDESI FL180 OFJES FL140 ZAGZO FL080
TOSVA 1N	Y6	TOSVA - IDESI - WIQID - MUCTE - OFJES - UDDIZ - COCCU - JUMZI, then turn right to intercept course 148° to ZAGZO.	TOSVA FL220 IDESI FL180 OFJES FL140 ZAGZO FL080

CHANGE (13/26): AMA REVISED.
AERO INFO DATE 13 OCT 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 LUTON FINMA 1N SILVA 1N



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
FINMA 1N	L15, M605	**FINMA - WOBUN - EDCOX - JUMZI,** then turn right to intercept course 148° to **ZAGZO.**	**FINMA**	FL150
			ZAGZO	FL080
SILVA 1N	M183, Q41, M605	**SILVA - WOBUN - EDCOX - JUMZI,** then turn right to intercept course 148° to **ZAGZO.**	**ZAGZO**	FL080

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Maximum 250KIAS below FL100 unless authorised by ATC.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En route holding may be required at **WOBUN** as directed by ATC.

CHANGE (1/26): MAG INFO. MAG HEADINGS. SPECIFICATION CHANGE.

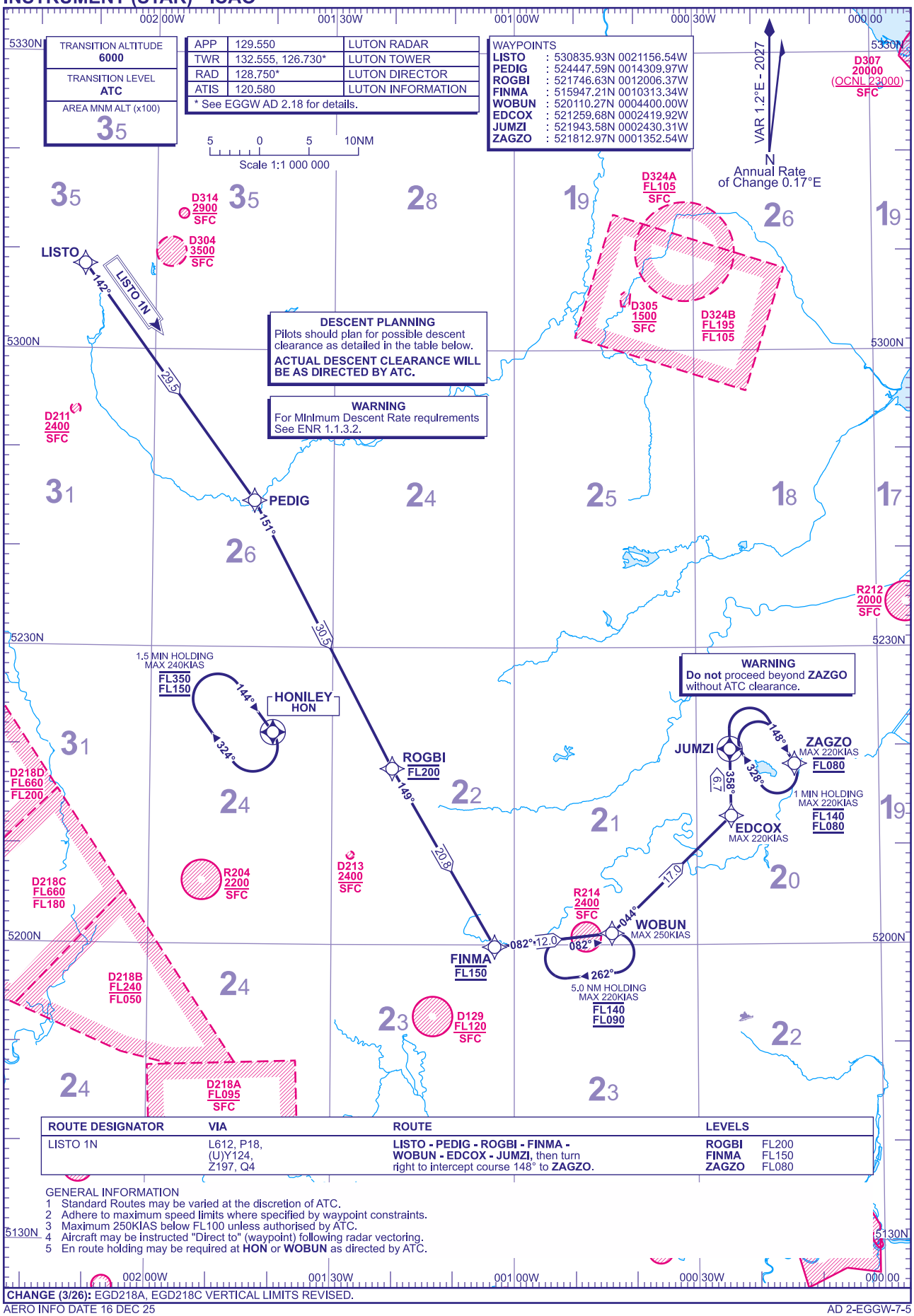
AERO INFO DATE 10 NOV 25

AD 2-EGGW-7-4

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON LUTON LISTO 1N



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
LISTO 1N	L612, P18, (U)Y124, Z197, Q4	**LISTO - PEDIG - ROGBI - FINMA - WOBUN - EDCOX - JUMZI**, then turn right to intercept course 148° to **ZAGZO**.	**ROGBI** **FINMA** **ZAGZO**	FL200 FL150 FL080

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En route holding may be required at **HON** or **WOBUN** as directed by ATC.

CHANGE (3/26): EGD218A, EGD218C VERTICAL LIMITS REVISED.

AERO INFO DATE 16 DEC 25

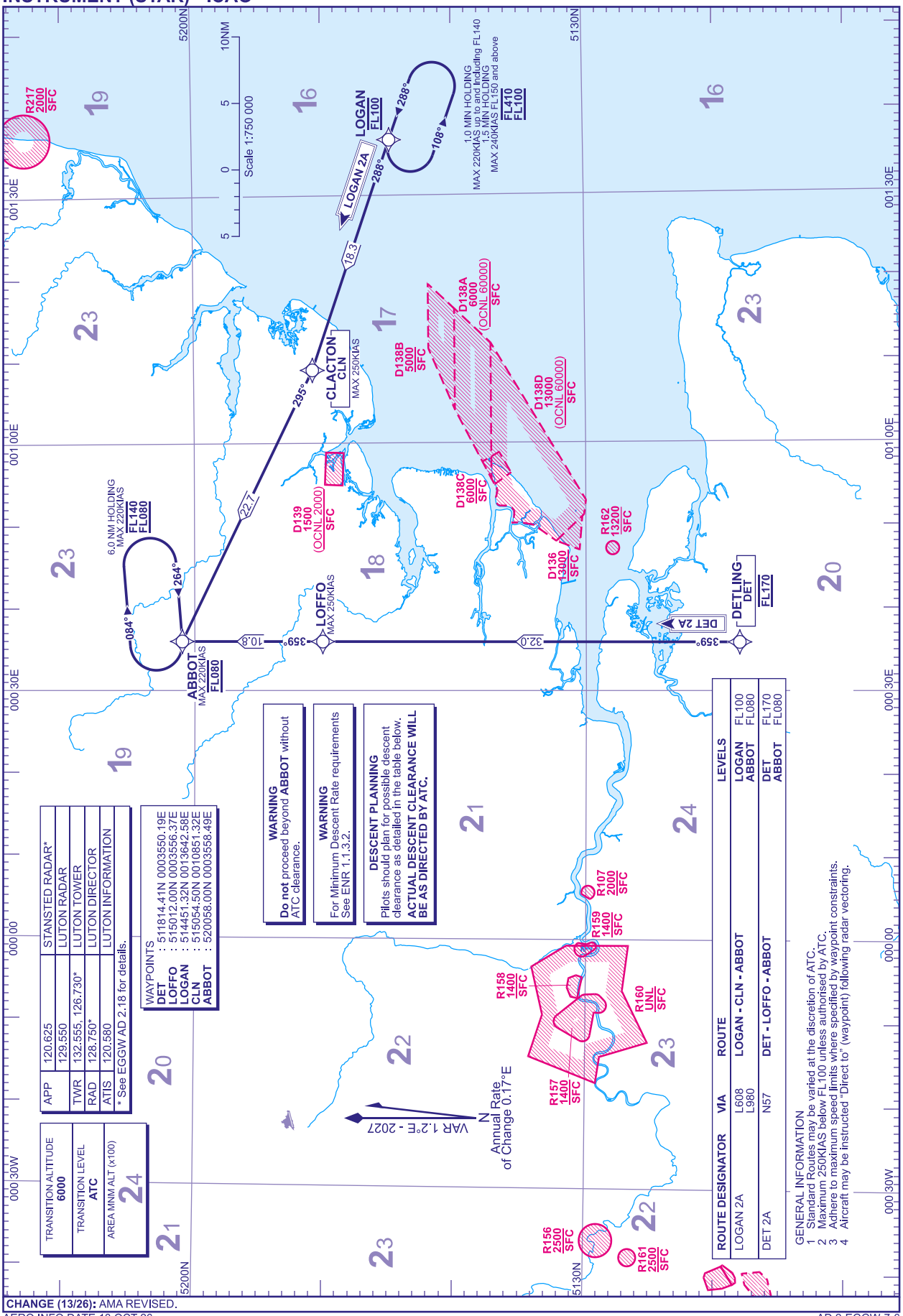
AD 2-EGGW-7-5

I

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

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

LONDON LUTON LOGAN 2A DET 2A



CHANGE (13/26): AMA REVISED.

AERO INFO DATE 13 OCT 26

AD 2-EGGW-7-6

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°	-	-	515257.52N 0001352.56E 149.8 FT	THR 337.3 FT -	-
22C	222.88°	-	-	515322.40N 0001429.88E 149.8 FT	THR 334.4 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	289 x 150 M	3169 x 280 M	240 x 92 M -	-	-	RWY 04 Landing threshold is displaced by 298 M. 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	-
4	True BRG of FATO	-
5	Declared distance available	-
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.

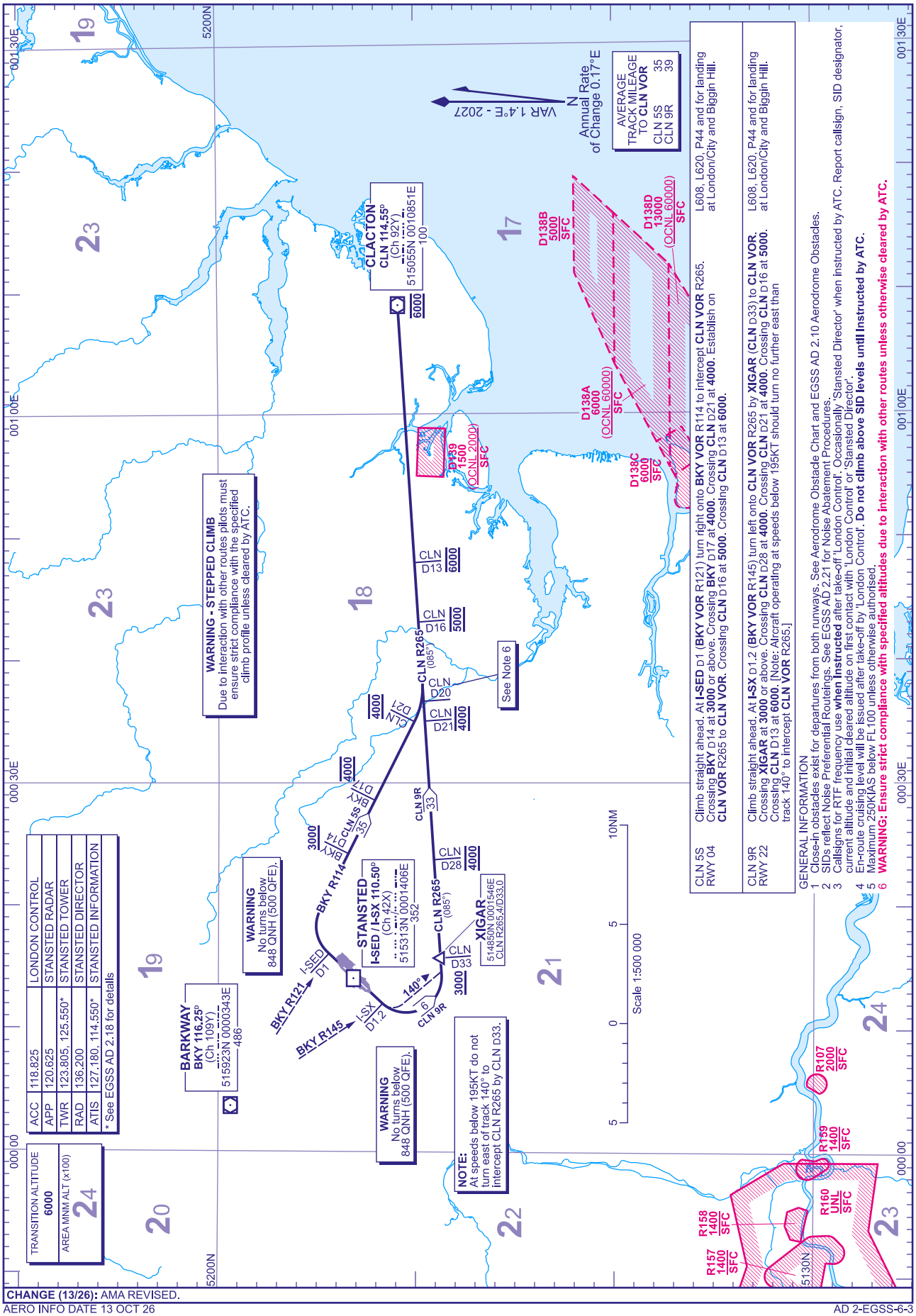
iv. Remote de-icing – Emergency Procedures

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.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04/22
CLN 5S CLN 9R

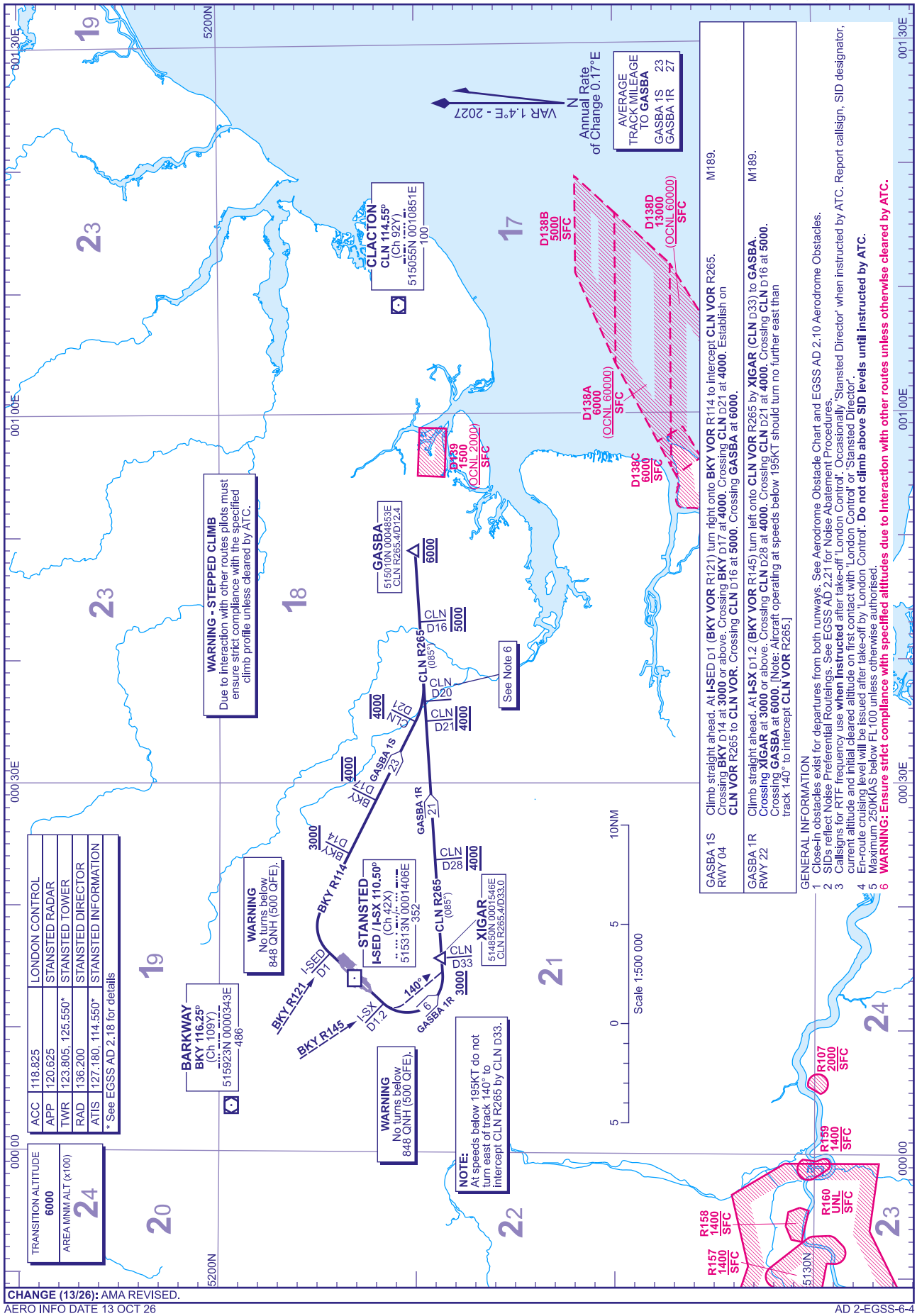


CHANGE (13/26): AMA REVISED.
AERO INFO DATE 13 OCT 26

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04/22
GASBA 1S GASBA 1R



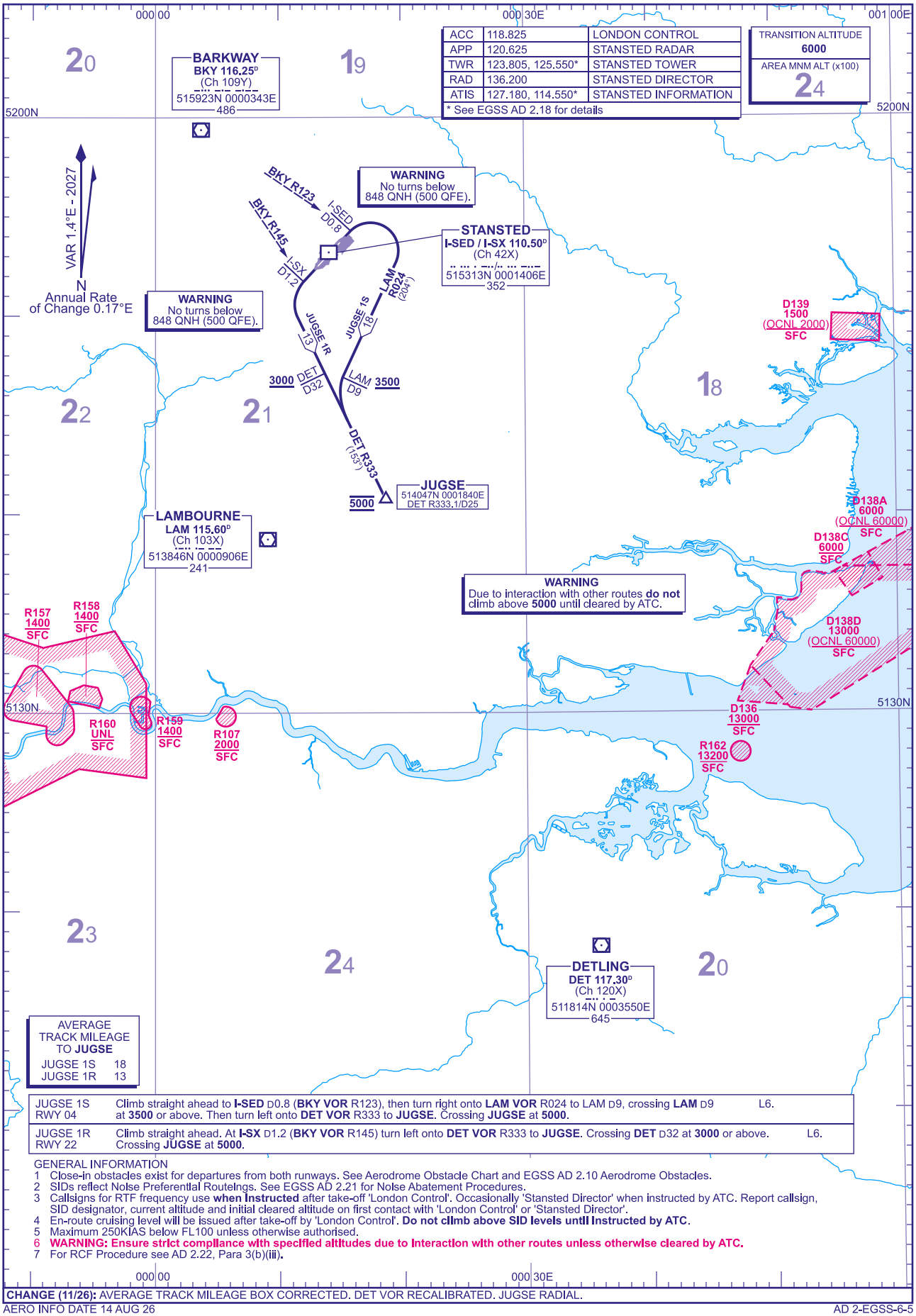
CHANGE (13/26): AMA REVISED.
AERO INFO DATE 13 OCT 26

AD 2-EGSS-6-4

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04/22
JUGSE 1S JUGSE 1R



GENERAL INFORMATION
1 Close-in obstacles exist for departures from both runways. See Aerodrome Obstacle Chart and EGSS AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGSS AD 2.21 for Noise Abatement Procedures.
3 Callsigns for RTF frequency use **when instructed** after take-off 'London Control'. Occasionally 'Stansted Director' when instructed by ATC. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or 'Stansted Director'.
4 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 **WARNING: Ensure strict compliance with specified altitudes due to interaction with other routes unless otherwise cleared by ATC.**
7 For RCF Procedure see AD 2.22, Para 3(b)(iii).

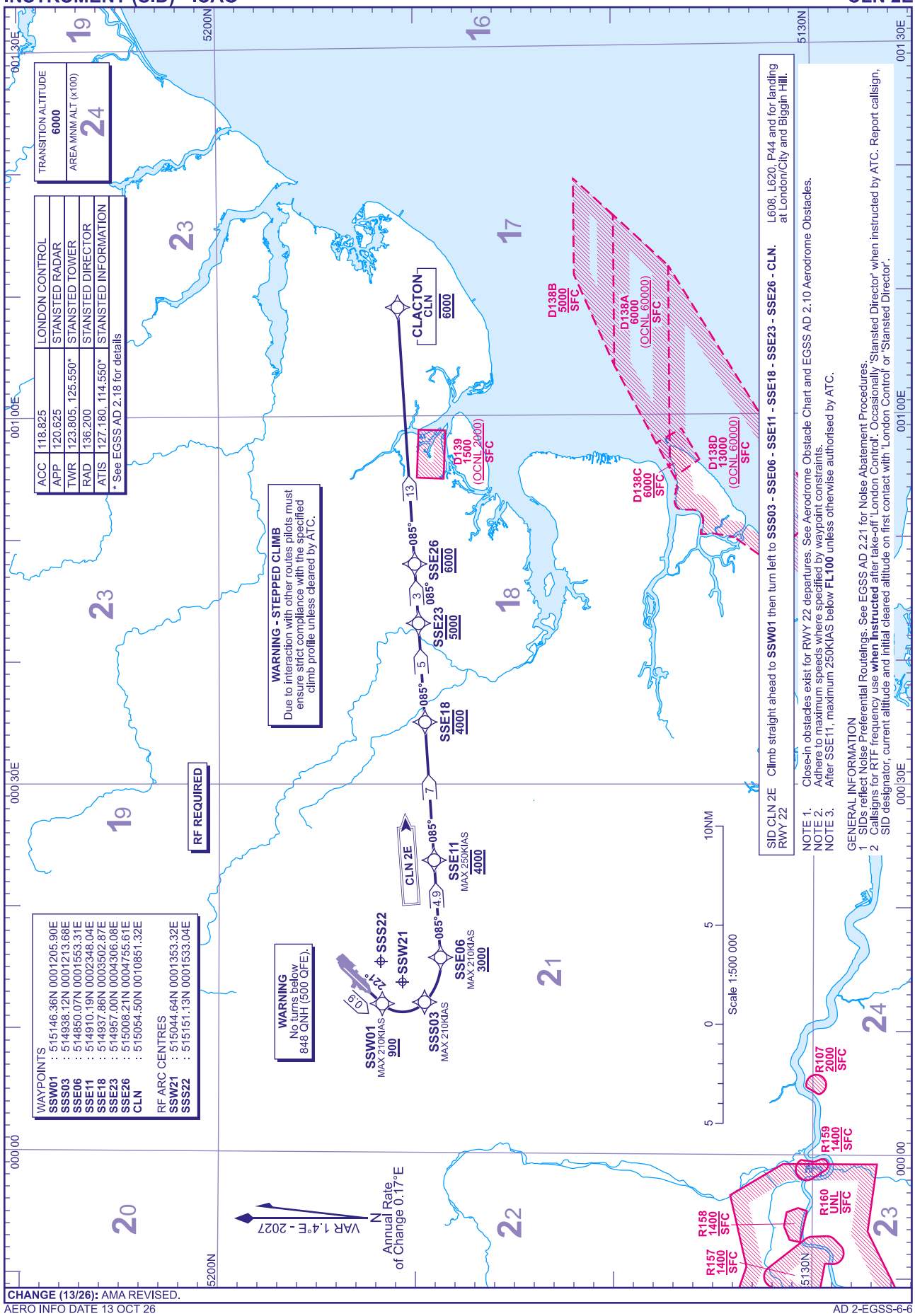
CHANGE (11/26): AVERAGE TRACK MILEAGE BOX CORRECTED. DET VOR RECALIBRATED. JUGSE RADIAL.

AERO INFO DATE 14 AUG 26

RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 22
CLN 2E



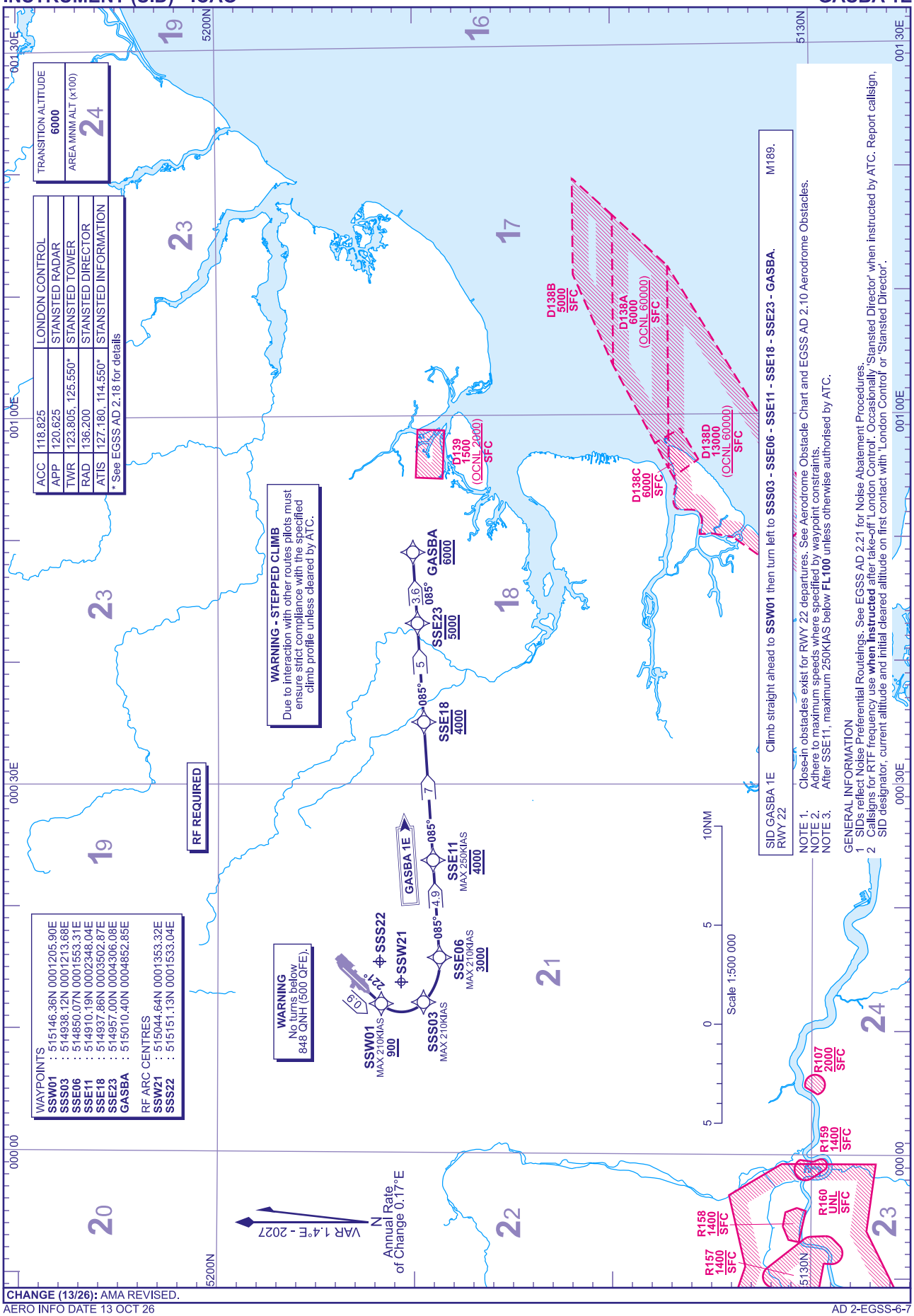
CHANGE (13/26): AMA REVISED.
AERO INFO DATE 13 OCT 26

AD 2-EGSS-6-6

RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 22
GASBA 1E

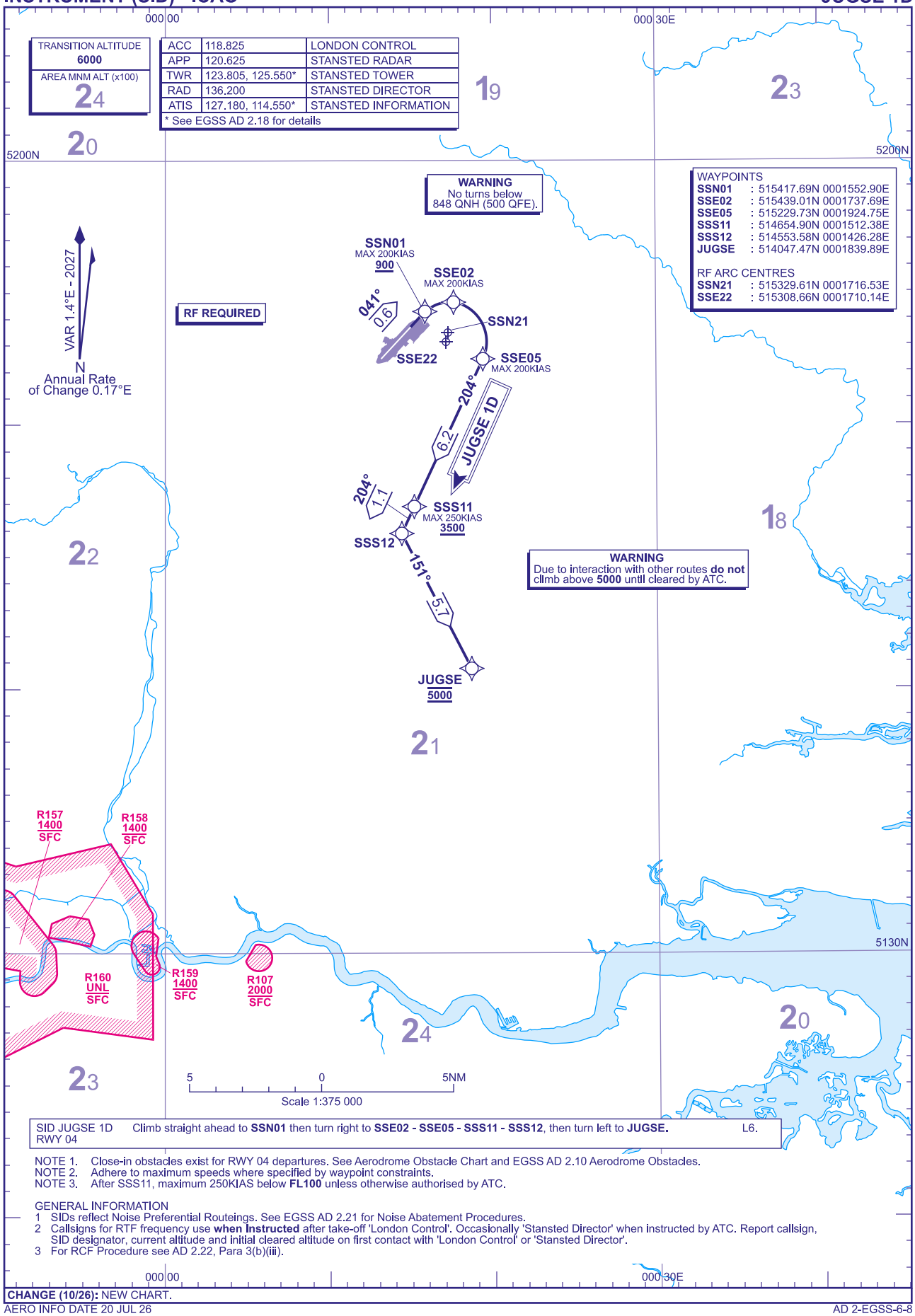


CHANGE (13/26): AMA REVISED.
AERO INFO DATE 13 OCT 26

RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04
JUGSE 1D



SID JUGSE 1D RWY 04 — Climb straight ahead to **SSN01** then turn right to **SSE02 - SSE05 - SSS11 - SSS12**, then turn left to **JUGSE.** L6.

NOTE 1. Close-in obstacles exist for RWY 04 departures. See Aerodrome Obstacle Chart and EGSS AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speeds where specified by waypoint constraints.
NOTE 3. After SSS11, maximum 250KIAS below **FL100** unless otherwise authorised by ATC.

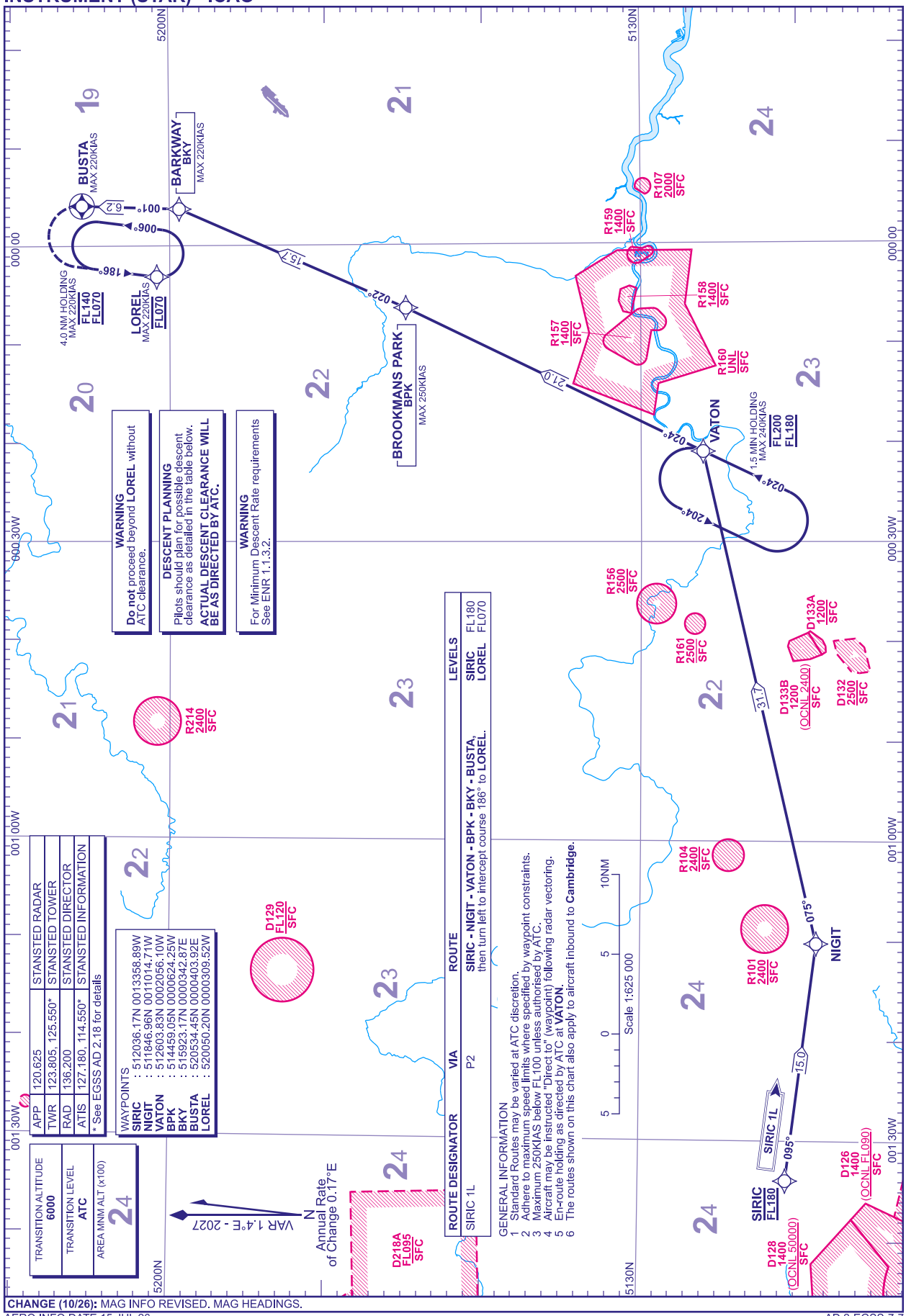
GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGSS AD 2.21 for Noise Abatement Procedures.
2 Callsigns for RTF frequency use **when Instructed** after take-off 'London Control'. Occasionally 'Stansted Director' when instructed by ATC. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or 'Stansted Director'.
3 For RCF Procedure see AD 2.22, Para 3(b)(iii).

CHANGE (10/26): NEW CHART.
AERO INFO DATE 20 JUL 26
AD 2-EGSS-6-8

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

LONDON STANSTED
SIRIC 1L



CHANGE (10/26): MAG INFO REVISED. MAG HEADINGS.

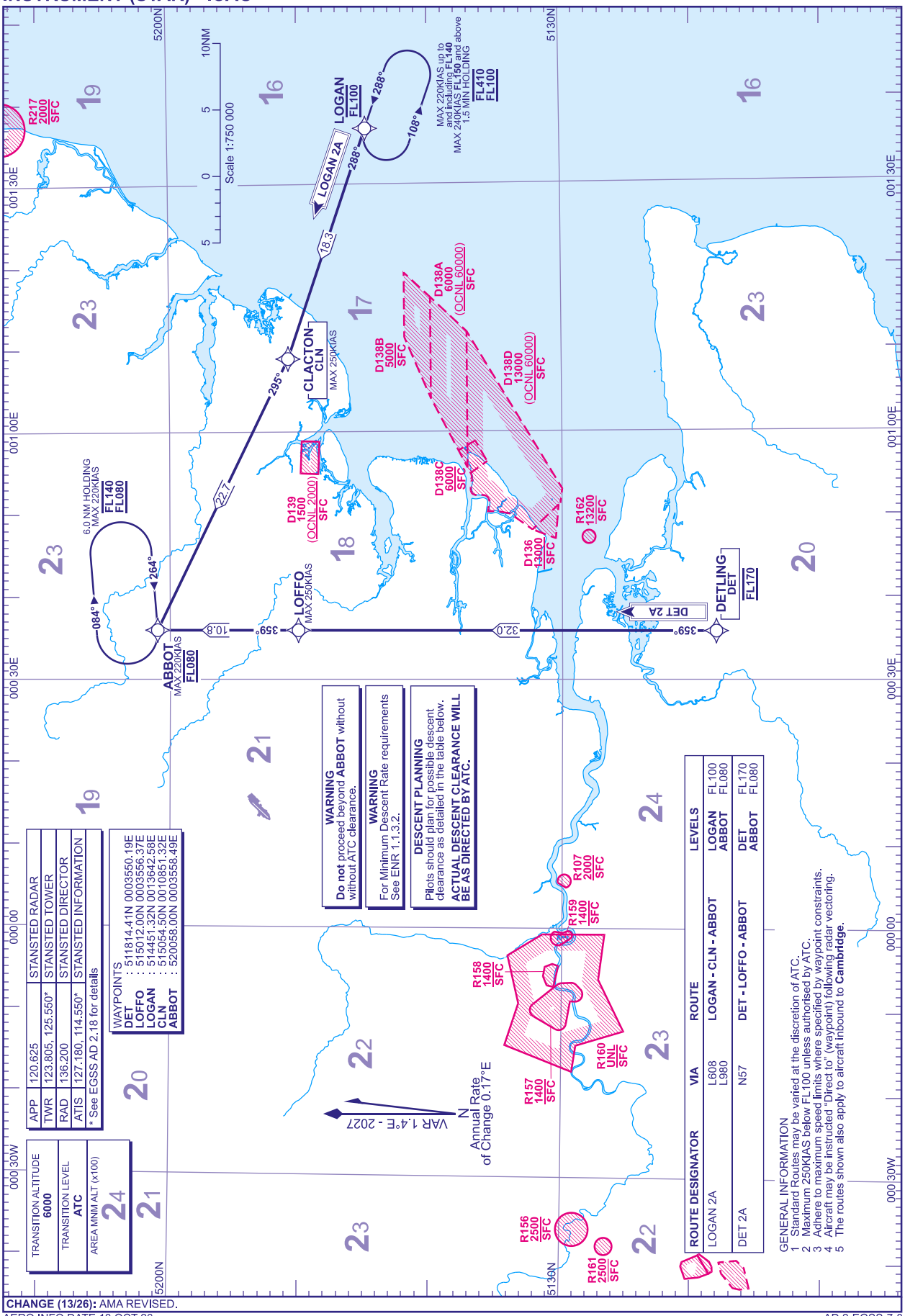
AERO INFO DATE 15 JUL 26

AD 2-EGSS-7-7

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

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

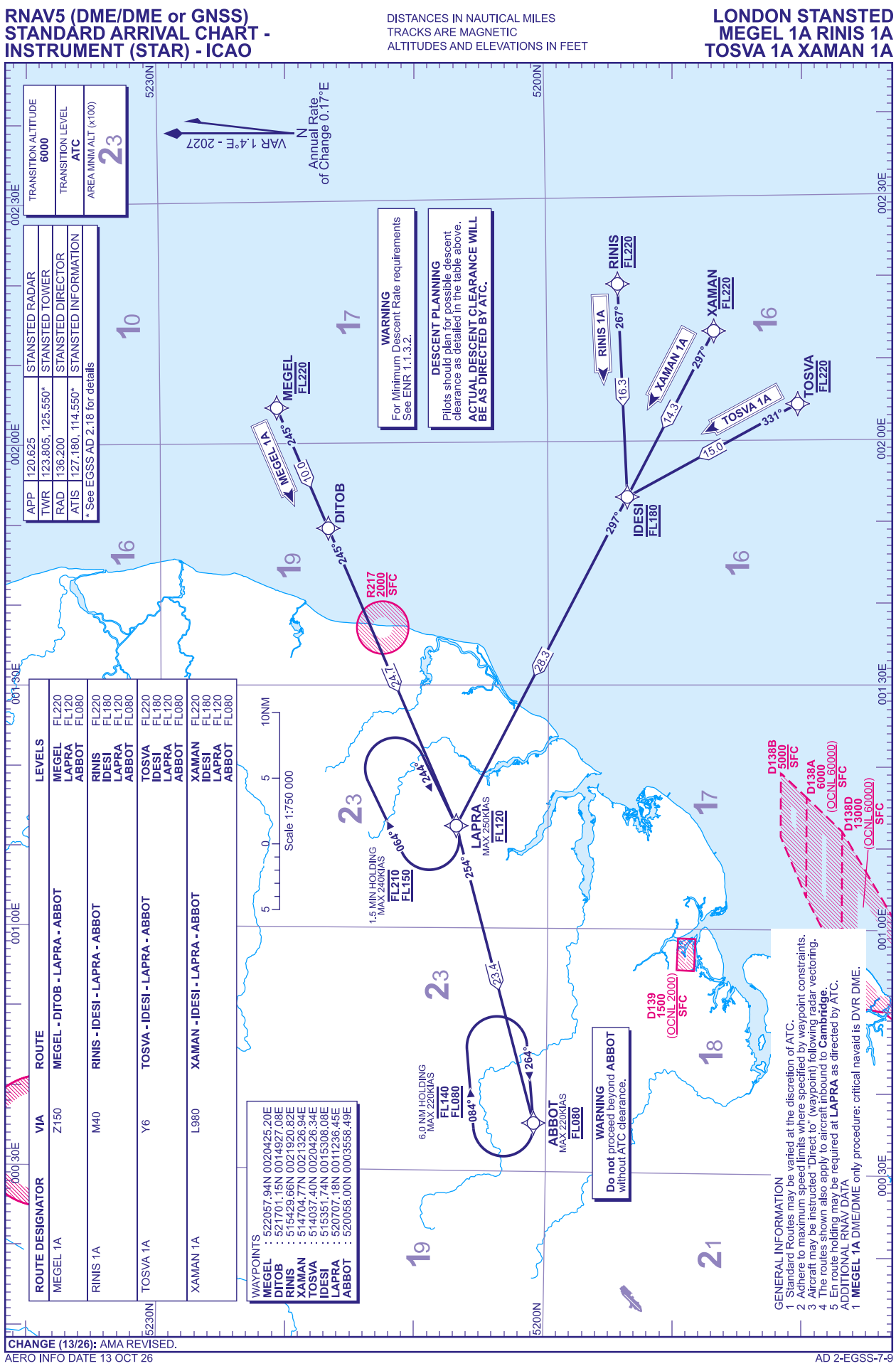
LONDON STANSTED LOGAN 2A DET 2A



CHANGE (13/26): AMA REVISED.

AERO INFO DATE 13 OCT 26

AD 2-EGSS-7-8


RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO
DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET
LONDON STANSTED
MEGEL 1A RINIS 1A
TOSVA 1A XAMAN 1A
TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 23
VAR 1.4°E - 2027
N
Annual Rate of Change 0.17°E
APP 120.625 STANSTED RADAR
TWR 123.805, 125.550* STANSTED TOWER
RAD 136.200 STANSTED DIRECTOR
ATIS 127.180, 114.550* STANSTED INFORMATION
* See EGSS AD 2.18 for details
WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.
DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table above.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
MEGEL FL220
RINIS FL220
XAMAN FL220
TOSVA FL220
IDESI FL180
DITOB
LAPRA MAX 250KIAS FL120
ABBOT MAX 220KIAS FL080
MEGEL 1A
RINIS 1A
XAMAN 1A
TOSVA 1A
245°
267°
297°
331°
10.0
16.3
14.3
15.0
24.1
28.3
23.4
R217 2000 SFC
1.5 MIN HOLDING MAX 240KIAS FL210 FL150
064°
244°
6.0 NM HOLDING MAX 220KIAS FL140 FL080
084°
254°
264°
WARNING
Do not proceed beyond ABBOT without ATC clearance.
D139 1500 (OCNL 2000) SFC
D138B 5000 SFC
D138A 6000 (OCNL 60000) SFC
D138D 13000 (OCNL 60000) SFC
Scale 1:750 000
5 0 5 10NM
ROUTE DESIGNATOR | VIA | ROUTE | LEVELS
MEGEL 1A | Z150 | MEGEL - DITOB - LAPRA - ABBOT | MEGEL FL220 LAPRA FL120 ABBOT FL080
RINIS 1A | M40 | RINIS - IDESI - LAPRA - ABBOT | RINIS FL220 IDESI FL180 LAPRA FL120 ABBOT FL080
TOSVA 1A | Y6 | TOSVA - IDESI - LAPRA - ABBOT | TOSVA FL220 IDESI FL180 LAPRA FL120 ABBOT FL080
XAMAN 1A | L980 | XAMAN - IDESI - LAPRA - ABBOT | XAMAN FL220 IDESI FL180 LAPRA FL120 ABBOT FL080
WAYPOINTS
MEGEL 522057.94N 0020425.20E
DITOB 521701.15N 0014927.08E
RINIS 515429.66N 0021920.82E
XAMAN 514704.77N 0021326.94E
TOSVA 514037.40N 0020426.34E
IDESI 515351.74N 0015308.08E
LAPRA 520707.18N 0011236.45E
ABBOT 520058.00N 0003558.49E
GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 The routes shown also apply to aircraft inbound to Cambridge.
5 En route holding may be required at LAPRA as directed by ATC.
ADDITIONAL RNAV DATA
1 MEGEL 1A DME/DME only procedure: critical navaid is DVR DME.
CHANGE (13/26): AMA REVISED.
AERO INFO DATE 13 OCT 26
AD 2-EGSS-7-9

Standard Instrument Arrival Coding Tables

LONDON STANSTED TELTU 1L

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
TELTU1L	001	IF	TELTU	504839.92N 0004517.69W	N	-	-	-	-	FL190	-	RNAV1
TELTU1L	002	TF	VATON	512603.83N 0002056.10W	N	021° (022.1°)	1.4	40.5	RIGHT	-	-	RNAV1
TELTU1L	003	TF	BPK	514459.05N 0000624.25W	N	024° (025.5°)	1.4	21.0	LEFT	-	-250	RNAV1
TELTU1L	004	TF	BKY	515923.17N 0000342.87E	N	022° (023.4°)	1.4	15.7	LEFT	-	-220	RNAV1
TELTU1L	005	TF	BUSTA	520534.45N 0000403.92E	Y	001° (002.0°)	1.4	6.2	LEFT	-	-220	RNAV1
TELTU1L	006	CF	LOREL	520050.20N 0000309.52W	N	186° (187.2°)	1.4	-	-	FL070	-220	RNAV1

LONDON STANSTED LISTO 1L

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
LISTO1L	001	IF	LISTO	530835.93N 0021156.54W	N	-	-	-	-	-	-	RNAV5
LISTO1L	002	TF	PEDIG	524447.59N 0014309.97W	N	142° (143.7°)	1.4	29.5	RIGHT	-	-	RNAV5
LISTO1L	003	TF	ROGBI	521746.63N 0012006.37W	N	151° (152.3°)	1.4	30.5	LEFT	FL200	-	RNAV5
LISTO1L	004	TF	FINMA	515947.21N 0010313.34W	N	148° (149.9°)	1.4	20.8	LEFT	FL150	-	RNAV5
LISTO1L	005	TF	BOMBO	515944.29N 0002346.85W	N	088° (089.9°)	1.4	24.4	-	-	-250	RNAV5
LISTO1L	006	TF	BKY	515923.17N 0000342.87E	N	090° (091.0°)	1.4	17.0	LEFT	-	-220	RNAV5
LISTO1L	007	TF	BUSTA	520534.45N 0000403.92E	Y	001° (002.0°)	1.4	6.2	LEFT	-	-220	RNAV5
LISTO1L	008	CF	LOREL	520050.20N 0000309.52W	N	186° (187.2°)	1.4	-	-	FL070	-220	RNAV5

LONDON STANSTED BKY 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
BKY1X	001	IF	BKY	515923.17N 0000342.87E	N	-	-	-	-	-	-220	RNAV5
BKY1X	002	TF	ADNAM	520616.98N 0004418.84E	Y	073° (074.3°)	1.4	26.0	RIGHT	-	-220	RNAV5
BKY1X	003	CF	ABBOT	520058.00N 0003558.49E	N	264° (265.3°)	1.4	-	-	FL080	-220	RNAV5

LONDON STANSTED BPK 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
BPK1X	001	IF	BPK	514459.05N 0000624.25W	N	-	-	-	-	-	-250	RNAV5
BPK1X	002	TF	ADNAM	520616.98N 0004418.84E	Y	054° (055.5°)	1.4	38.0	RIGHT	-	-220	RNAV5
BPK1X	003	CF	ABBOT	520058.00N 0003558.49E	N	264° (265.3°)	1.4	-	-	FL080	-220	RNAV5

CHANGE (10/26): MAG VAR. MAG HEADINGS.
AERO INFO DATE 14 JUL 26

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 60 FT. GP flags may be experienced when 8° right of the offset Localiser centreline and well below glidepath. 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

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	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	Small helicopters, ie: R22/44, Hu30, AS55, BH06 will be air taxied to park on Apron Bravo. Larger helicopters, ie: SK76, Puma, CH47 will make an approach to the runway in use and ground taxi (if possible) to Apron Bravo.

EGMD AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LYDD ATZ A circle, 2 NM radius, centred at 505722N 0005620E on longest notified runway (03/ 21)	Upper limit: 2013 FT ALT Lower limit: SFC	G	LYDD APPROACH English	6000 FT	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.
ILS/DME	ILDY	18Y	0830-1900 (0730-1800); extensions by arrangement.	505735.98N 0005628.04E	31 FT	(RWY 21) On AD. Frequency paired with ILS I-LDY. Zero range to THR of Runway 21. DOC 25 NM/10,000 FT.

EGMD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) This aerodrome is not available to aircraft unable to communicate by radio with ATC.
b) Practice EFATO is not permitted on Runway 03 at any time, or on Runway 21 when a train is passing through the overshoot. This restriction applies to both single-engine and multi-engine piston aeroplanes.
c) High visibility clothing must be worn on the apron and manoeuvring area at all times except for passengers under escort.

2 GROUND MOVEMENT

a) The responsibility for wingtip clearance during taxiing and parking remains with the flight crew.
b) Apron Bravo is available to aircraft up to B737, A319, helicopters and for long stay parking.
c) Apron Charlie is available for light aircraft parking.
d) Marshalling assistance may be available if required.
e) Taxiways Alpha and Delta are only available to aircraft with MTOW not exceeding 5700 KG. Taxiway Alpha is restricted to aircraft with a wingspan not exceeding 15 M.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Caution, Lydd Ranges EGD044 and Hythe Ranges EGD141. DAAIS available on 120.705 MHz and ATIS on 129.230 MHz.
b) Aircraft departing from or intending to land at Lydd shall remain at least 1.5 NM from Dungeness Power Station 505449N 0005717E (ENR 5.1 refers).
c) Instrument transitional surface infringed by terminal building. Maximum penetration 1.54 M
d) ATC procedures will be applied to ensure deconfliction of aircraft movements and the very infrequent trains that utilise the NW-SE orientated railway track 187 M SW of Runway 03 threshold.

5 HELICOPTER OPERATIONS

a) All helicopters shall use Runway 03/21 for landing or take-off, with minimum possible runway occupancy time.
b) Light helicopters e.g R44, B06, EC145, will air taxi to/from Apron B as directed by ATC.
c) Larger helicopters shall (if equipped with wheeled undercarriage) ground taxi to/from Apron B in order to minimise downwash to other taxiing or parked aircraft.
d) Helicopters should avoid overflying built up areas when joining or departing the airport.
e) Helicopter training circuits will normally be LH on Runway 21 and RH on Runway 03, but may be varied by ATC. Circuit height 1000 FT QNH.
f) Fuel is delivered to stand by mobile bowser. Rotors-running refuel available on request to SAR, Police, Air Ambulance, Military helicopters when operating on high priority flights.

6 USE OF RUNWAYS

a) Aircraft will carry out power checks at Hold B or C as directed by ATC.
b) Light aircraft circuits are normally LH on Runway 21; RH on Runway 03, but may be varied by ATC. Aircraft above 5700 KG MTOW RH on Runway 21; LH on Runway 03. Circuit height 1000 FT QNH.
c) Except where a public transport operator has a lower State authorised minima, the Aerodrome Authority cannot approve departures in RVR conditions of less than 400 M.

7 TRAINING

a) The number of aircraft in the visual circuit will be determined by ATC subject to prevailing weather conditions and other commercial or corporate traffic. A ‘waiting list’ system will be introduced during busy periods during which pilots will be advised of their number in the queue and the approximate delay before they commence circuit training.
b) The following training is PPR through ATC by telephone 01797-320881 or 322417.

   i. ILS, RNAV and NDB practise instrument approaches;
   ii. Circuit training by non-based aircraft;
   iii. Qualifying Cross Country inbound flights.

EGMD AD 2.21 NOISE ABATEMENT PROCEDURES

a) Operators of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable to surrounding areas. The following Noise Procedures and Routings will apply to all aircraft, unless otherwise instructed by ATS, whether landing, taking-off or 'going around' in both VMC and IMC. These requirements may be departed from to the extent necessary for avoiding immediate danger. These noise routeing procedures are supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo jet aircraft and laid down in their Operations Manual.

   i. Take-Off Runway 03

      Climb straight ahead to at least 500 FT; or until passing upwind end of runway, whichever is later, before turning right or left as instructed by ATC.

   ii. Take-Off Runway 21

Climb straight ahead to at least 500 FT or until passing upwind end of the runway, whichever is later, before turning left or right as instructed by ATC. Aircraft turning left are to maintain a track which will ensure they remain at least 1.5 NM clear of the Dungeness Power Station. Caution, remain clear of EGD044 if active.

iii. Landing Runways 03 and 21

An aircraft approaching to land shall not descend below the PAPI indicated approach slope of 3 ° (Runway 03) or 3.5 ° (Runway 21).

EGMD AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR ARRIVING AIRCRAFT

a) VFR Arrivals

i. Inbound VFR aircraft should make their initial call for joining instructions before reaching Rye (9 NM West of Lydd), Tenterden (15 NM NW), Ashford (12 NM N), Folkestone (12 NM NE) or 10 NM to Lydd if approaching over the sea.
ii. Pilots are responsible for their own separation from EGD141, EGD044, EGR063 and the runway final approach/departure areas, although ATC may provide assistance.
iii. Basic Service will be provided by default
iv. Lydd VFR transponder conspicuity code 7066 should be selected if possible. It should be noted that Lydd is not radar equipped and is unable to provide any form of surveillance. The transponder code is to assist neighbouring ATS Units.
v. Joining aircraft will be requested to report at 4 NM to the Lydd overhead (NB not to the LYD VOR)
vi. Light aircraft joining via Rye, Tenterden, Ashford or those routeing inland from Folkestone will, unless otherwise instructed, join overhead at 1500 FT QNH, descend crosswind, and turn downwind at 1000 FT. DO NOT DESCEND DEADSIDE.
vii. Aircraft inbound from E, SE or S, having made the 4 mile report, can anticipate instructions to join the circuit downwind or base leg, subject to traffic.

b) IFR Arrivals - from Airways/Controlled Airspace

i. The appropriate LACC sector will normally coordinate an acceptance level at Lydd in advance of release and transfer of communication. The initial approach fix and instrument procedure will be confirmed by Lydd Approach once the aircraft has been released by London, this usually coinciding with leaving CAS by descent.
ii. The ILS is the preferred instrument approach when runway 21 is in use, or if 03 is in use for landing and take-off but EGD044 is active. ILS approaches may be flown via ROMTI, a 14 DME arc direct arrival or via LZD (then outbound track 358°) depending on direction of arrival, order of traffic and the distance of the aircraft to Lydd when released. Late release to Lydd Approach reduces the number of options available to the controller.
iii. When runway 03 is in use, and EGD044 is not active, the preferred instrument approach is RNAV (GNSS) Runway 03.
iv. Visual approaches or IFR cancellation and subsequent VFR approach may be accepted, subject to traffic and weather.
v. Procedural Service will be provided by default unless IFR is cancelled.
vi. Lydd IFR transponder conspicuity code 7067 will be allocated when outside CAS. No form of surveillance service is available.

c) IFR Arrivals – Outside Controlled Airspace

i. Arrivals from outside controlled airspace are to establish communication by 20 NM to Lydd whenever possible, the type of approach requested, with an estimate for the initial approach fix.
ii. Sub paragraphs (b) (ii) to (b) (vi) above are also applicable to this section.
iii. Due to the unpredictable nature of traffic levels in Class G airspace and because radar is not available, controllers may have to direct aircraft to the hold, give deconfliction instructions that the pilot might not have at first expected, or utilize VMC climb/descent techniques when appropriate.
iv. Practise instrument approaches are PPR by telephone to ATC 01797-320881 or 322417
v. Gliding activity from the North exists.

2 PROCEDURES FOR DEPARTING AIRCRAFT

a) VFR Departures

i. Aircraft that have not filed a flight plan should obtain PPR on 01797-320881 and listen to ATIS 129.230 prior to calling the appropriate ATC channel.
ii. When making the initial call, pilots should end their message with “Outbound” if landing away, “Local” if departing and landing back at Lydd or “Circuits” if for circuit training. Once ATC has responded, the flight details are to be passed. Aircraft departing ‘local’ are to state persons on board and initial direction of departure.
iii. VFR departures will be provided with Basic Service by default.
iv. Lydd VFR Transponder conspicuity code 7066 should be operated if possible.
v. Aircraft will be transferred to an onward ATS frequency at reporting points Rye, Tenterden , Ashford, Folkestone or 10 miles E or SE as appropriate to the direction of flight.

b) IFR Departures via Airways/Controlled Airspace

i. Pilots shall request start up after listening to ATIS, and with regard to any CTOT issued by DNM. The take-off time tolerance applied by controllers is CTOT –5/+10 minutes.

ii. A Procedural Service will be provided by default.
iii. As Lydd is situated in Class G airspace, it does not have Standard Instrument Departure Procedures. However, pilots may anticipate the following initial routes to join controlled airspace:

Departure to	Via	Route
N	N57	DET
NE/E	L10/Q63/Y803	DVR
SW/W	Y803	SFD
SW/S	M189	HASTY or WAFFU

iv. London ACC may occasionally offer Lydd ATC other waypoints according to the traffic situation.
v. In order to avoid amending a clearance to account for a changing traffic situation, pilots can expect an airways clearance to be passed during taxi or when at the holding point. The clearance will comprise the initial clearance limit (route), level, squawk, and airways contact frequency.

c) IFR Departures Outside Controlled Airspace

i. Flights not operating on a flight plan should obtain PPR on 01797-320881 and listen to ATIS 129.230 prior to calling the appropriate ATC channel.
ii. Unless otherwise requested, a Basic Service will be provided to aircraft landing away and a Procedural Service to training aircraft departing straight into an approach procedure.
iii. Lydd IFR transponder code 7067 will only be applied to local training flights going straight into an instrument approach procedure.
iv. Lydd transponder conspicuity code 7066 will be operated by aircraft landing away, or local training flights conducting general handling on a basic service. This includes VMC training flights at night.
v. ATC will endeavour to approve the requested route/level unless the traffic situation requires otherwise for separation purposes, when a Procedural Service has been requested by the pilot.

EGMD AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGMD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGMD-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGMD-2-2
INSTRUMENT APPROACH CHART RNP RWY 03 (CAT A,B,C) - ICAO
AD 2.EGMD-8-1
INSTRUMENT APPROACH CHART OFFSET ILS/DME RWY 21 (CAT A,B,C) - ICAO
AD 2.EGMD-8-2
INSTRUMENT APPROACH CHART RNP Y RWY 21 (CAT A,B) - ICAO
AD 2.EGMD-8-3
INSTRUMENT APPROACH CHART RNP Z RWY 21 (CAT C) - ICAO
AD 2.EGMD-8-4
INSTRUMENT APPROACH CHART NDB(L) DME RWY 21 (CAT A,B) - ICAO
AD 2.EGMD-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 03
AD 2.EGMD-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Y RWY 21
AD 2.EGMD-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Z RWY 21
AD 2.EGMD-8-8

EGMD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGCC10274)	BUILDING	532831.76N 0021502.42W	669 FT	553 FT	Yes Red	-
(EGCC10269)	BUILDING	532818.24N 0021506.01W	755 FT	649 FT	Yes Red	-
(EGCC5626)	ATC AERIAL	532127.73N 0021646.42W	436 FT	209 FT	Yes Red	-
(EGCC12198)	TREE	532059.75N 0021605.18W	293 FT	44 FT	No	-
(EGCC2377)	PYLON	532013.41N 0022002.98W	284 FT	154 FT	No	-
(EGCC2135)	PYLON	531937.68N 0021754.52W	355 FT	161 FT	No	-
(EGCC2607)	PYLON	531905.20N 0021705.85W	396 FT	173 FT	No	-
(EGCC2396)	CHIMNEY	531901.96N 0021939.67W	326 FT	158 FT	No	-

EGCC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 30 Hours
4	Trend forecast Interval of issuance	TREND 30 minutes.
5	Briefing/consultation provided	Self-briefing via handling agent.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Available on the Met Office website, www.metoffice.gov.uk/aviation.
8	Supplementary equipment available for providing information	Manchester ATIS available by telephone: 0161-209 2860.
9	ATS units provided with information	MANCHESTER
10	Additional information (limitation of service, etc.)	Current weather on ATIS.

EGCC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05L	051.06°	3048 x 45 M	RWY surface: Concrete and asphalt, Non grooved PCR 1178/F/C/X/U	532051.20N 0021715.95W 167.3 FT	THR 211.8 FT TDZ 225.5 FT	05L - 0.49% Up 23R - 0.49% Down
23R	231.09°	3048 x 45 M	RWY surface: Concrete and asphalt, Non grooved PCR 1178/F/C/X/U	532140.75N 0021533.41W 167.2 FT	THR 249.1 FT TDZ 257.1 FT	05L - 0.49% Up 23R - 0.49% Down
05R	051.04°	3050 x 45 M	RWY surface: Concrete and asphalt, Grooved PCR 1200/R/C/W/T	531955.11N 0021838.38W 167.3 FT	THR 186.3 FT TDZ 186.8 FT	05R - 0.46% Up 23L - 0.48% Down
23L	231.07°	3050 x 45 M	RWY surface: Concrete and asphalt, Grooved PCR 1200/R/C/W/T	532053.35N 0021637.94W 167.3 FT	THR 227.0 FT TDZ 227.0 FT	05R - 0.46% Up 23L - 0.48% Down

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	215 x 150 M	3168 x 280 M	240 x 90 M -	-	-	RWY 05L Landing threshold displaced by 427 M. 05L/23R Runway shoulders are widened to 23 M each side giving a total paved width of 91 M. 05L/23R has a turning circle at the northeastern end, abeam Link Juliet, for use by aircraft up to A380. All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC. Strip Dimensions: 280 M wide over full length extending to 60 M beyond each end of pavement. OFZ: Yes.
-	300 x 150 M	3168 x 280 M	240 x 90 M -	-	-	RWY 23R Landing threshold displaced by 183 M. 05L/23R Runway shoulders are widened to 23 M each side giving a total paved width of 91 M. 05L/23R has a turning circle at the northeastern end, abeam Link Juliet, for use by aircraft up to A380. The last quarter of Runway 23R has a downslope of 0.88%. All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC. Strip Dimensions: 280 M wide over full length extending to 60 M beyond each end of pavement. OFZ: Yes.
-	300 x 150 M	3320 x 280 M	351 x 90 M -	-	-	RWY 05R 05R/23L has one turning circle at 1820 M from 23L threshold for use by aircraft up to B767. All turning circles have unlit painted centre-line and blue edge lighting beyond runway edges. Aircraft should follow the painted centre-line in a clockwise direction, unless directed otherwise by ATC. Strip Dimensions: 280 M wide over full length from 60 M beyond end of pavement, except between links Victor Alpha and Tango where strip narrows to 56 M on the southern side of Runway 23L starter extension only. OFZ: Yes.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	300 x 150 M	3320 x 280 M	242 x 90 M -	-	-	RWY 23L Landing threshold displaced by 186 M. Starter extension of 150 x 30 M. Hard shoulder width at starter extension is 15 M. Hard inner shoulders along full length of Runway 05R/23L have a width of 7.5 M. 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	-
4	True BRG of FATO	-

5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	See AD 2.20, paragraph 5.

EGCC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
MANCHESTER CTR 533430N 0020400W - 532730N 0015400W - 531616N 0020131W - 531055N 0022207W - 531050N 0022814W - 531255N 0023000W - 532141N 0023000W - 532638N 0022258W - 533430N 0020400W	Upper limit: 3500 FT ALT Lower limit: SFC	D	MANCHESTER RADAR English	5000 FT	-	To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
MANCHESTER ATZ A circle, 2.5 NM radius, centred at 532113N 0021630W on longest notified runway (05L/23R)	Upper limit: 2257 FT ALT Lower limit: SFC	D	MANCHESTER RADAR English	5000 FT	H24	ATZ 2000 FT AAL.

EGCC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	MANCHESTER DIRECTOR	121.355 DOC 25 NM/ 10,000 FT.	-	-	As Directed by ATC	-
	MANCHESTER RADAR	118.580 DOC 40 NM/ 15,000 FT.	-	-	H24	
		135.005 DOC 40 NM/ 15,000 FT.	-	-	As Directed by ATC	
TWR	MANCHESTER DELIVERY	121.705 Departing aircraft are to make initial call to 'Manchester Delivery' during hours of operation. At all other times contact 'Manchester Ground' on channel 121.855.	-	-	0600-2200 (0500-2100)	-
	MANCHESTER GROUND	121.855 DOC 5 NM/GND.	-	-	H24	
	MANCHESTER TOWER	118.630 DOC 25 NM/ 10,000 FT.	-	-	H24	
		119.405 DOC 25 NM/ 10,000 FT.	-	-	As directed by ATC	
ATIS ARR	MANCHESTER ARRIVAL INFORMATION	128.180 DOC 60 NM/ 20,000 FT.	-	-	H24	-

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS DEP	MANCHESTER DEPARTURE INFORMATION	121.980 DOC 5 NM/GND.	-	-	H24	Also available by telephone: 0161-209 2860. ATIS broadcast does not include NOTAM information and should not be solely relied upon for flight planning purposes.
OTHER	MANCHESTER FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle on the ground attending aircraft in an emergency.	-

EGCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.46°E (2027)	IMM	109.500 MHz	HO	532149.89N 0021514.48W	-	(RWY 05L)
ILS/GP	IMM	332.600 MHz	HO	532053.81N 0021700.07W	-	3° ILS Ref Datum Hgt 57 FT.
ILS/LOC I 0.46°E (2027)	IMC	111.550 MHz	HO	532105.47N 0021612.88W	-	(RWY 05R)
ILS/GP	IMC	332.750 MHz	HO	531958.46N 0021820.71W	-	3° ILS Ref Datum Hgt 50 FT.
ILS/LOC III 0.45°E (2027)	INN	109.500 MHz	HO	532026.53N 0021806.96W	-	(RWY 23R) False Localiser Capture may be experienced when approaching RWY 23R from the North and South.
ILS/GP	INN	332.600 MHz	HO	532131.24N 0021542.66W	-	3° ILS Ref Datum Hgt 55 FT.
VOR/DME 0.14°E (2027) 0.2°W (2022)	WAL	88X 114.100 MHz	H24	532330.97N 0030804.06W	55 FT	VOR/DME DOC: 120 NM/50,000 FT.
VOR/DME 0.76°E (2027) 0.6°E (2023)	HON	83Y 113.650 MHz	H24	522124.04N 0013949.41W	435 FT	VOR/DME DOC: 60 NM/50,000 FT (85 NM/50,000 FT in Sector R179-239 and 100 NM/50,000 FT in Sector R314-001).
VOR/DME 0.48°E (2027) 0.50°E (2023)	POL	58X 112.100 MHz	H24	534437.60N 0020611.83W	1438 FT	VOR/DME DOC: 115 NM/50,000 FT (150 NM/50,000 FT in Sector R075-015). Due to terrain, coverage at low level is reduced in Sector R280-335.
DME	IMC	52Y 111.550 MHz	HO	531958.58N 0021820.74W	200 FT	-
DME	IMM	32X 109.500 MHz	HO	532111.40N 0021623.01W	264 FT	(RWY 05L) Range 15 NM. Zero range indicated at THR of runway in use. DME freq paired with ILS I-MM and I-NN.
DME	INN	32X 109.500 MHz	HO	532111.40N 0021623.01W	264 FT	(RWY 23R) Range 15 NM. Zero range indicated at THR of runway in use. DME freq paired with ILS I-MM and I-NN.
VOR/DME 0.46°E (2027) 0.3°E (2025)	MCT	82Y 113.550 MHz	H24	532125.29N 0021544.24W	280 FT	RNAV Substitution Only. VOR DOC: 20 NM/50,000 FT (25 NM/50,000 FT in Sector R250-355). DME DOC: 90 NM/50,000 FT.

EGCC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Manchester CTR.
b) All aircraft inbound to Manchester are to report aircraft type, latest ATIS received and cleared level on first contact with Manchester Radar.
c) All flights are at all times subject to PPR. The filing of a flight plan with NATS Ltd does not constitute permission to use Manchester Aerodrome.
d) Available H24, subject to the procedure and requirements listed at paragraph (f).
e) Subject to paragraph g Operators of General and Business Aviation aircraft may only operate it they obtain permission to do so from the aerodrome operator in advance of each movement.
f) Applications for prior permission and runway slots should be addressed as follows:

i. All requests for slots during office hours 0830-1700(0730-1600) are to be directed to Airport Co-ordination Ltd (ACL) Tel: 0161-493 1850, E-mail: manchester@acl-uk.org, email address for SCR's lonacxh@acl-uk.org;
ii. Slots outside office hours can be requested from Manchester Airport Plc, Airfield Operations, Tel: 0161-489 3657.

These applications must include the following information:

1. Aircraft Owner/Operator;
2. aircraft type and registration;
3. flight number (if applicable);
4. Requested time of arrival and departure at Manchester;
5. Nominated handling agent at Manchester.

g) Diversion Procedure.

i. All operators are advised that before planning Manchester as an alternate, they are required to have ground handling available at the airport; for non-based carriers, this arrangement is subject to the agreement of the Airport Management. Operators should note that off-loading and ACFT turnaround may be subject to significant delays due to stand availability. Nothing in this procedure shall, however, prevent an ACFT that has declared an emergency from landing.

h) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
i) Due to aerodrome capacity and associated works in progress, operators of aircraft with wingspan greater than 36 M (ICAO Code D, E and F) scheduled to arrive between 0300 (0200) and 0800 (0700) are advised to plan for arrival in accordance with scheduled in blocks time (SIBT). Aircraft estimated to arrive before SIBT may be subject to extended air and ground holding delays.

2 GROUND MOVEMENT

a) All surface movement of aircraft, vehicles and persons on the Manoeuvring area is subject to ATC authority.
b) Start-Up Procedures.

i. ATC are responsible for clearance delivery.
ii. Pilots are requested to call Manchester Delivery for ATC clearance (stating aircraft type, stand number and code letter of latest ATIS received) at least 10 minutes, but not more than 15 minutes before start-up to allow for departure data to be processed.
iii. Start up and push-back clearance is given by Ground Movement Control. **Start-up approval does not imply approval to push-back**.
iv. Pilots are required to inform Clearance Delivery when ready to start. Aircrew shall include their cleared departure SID in this call.
v. When requesting start-up or push-back pilots should give the full call sign, type and stand number. Aircraft must be ready in all respects to start and if necessary push-back before calling on the appropriate frequency. **Pilots should only request push-back when they are actually ready to do so**.
vi. When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established. Push back clearance must not be requested until the ground crew has confirmed to the flight deck that the aircraft is closed up and the tug is manned and fully ready to move.
vii. If within 30 minutes of a previously issued CTOT the flight is unable to comply with that CTOT, the pilot should advise Manchester Delivery as soon as possible.
viii. Pilots are advised that delays in excess of 10 minutes can be expected at the Holding Point during busy morning and evening periods. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if to comply with an CTOT.

c) **Manchester Delivery.**

i. Manchester Delivery will be responsible for passing ATC clearance to aircraft prior to start-up. **Push-back approval will only be given on the GMC frequency;**
ii. Pre-departure clearance by datalink is available at Manchester for suitably equipped aircraft. For further information contact ATC Operations, Tel: +44-(0)161-209 2825.

d) **Ground Movement Control (GMC)** will be responsible for:

i. the surface movement of all aircraft on the manoeuvring area excluding the runway(s) in use;
ii. issuing start-up and push-back/taxi clearance within the apron areas;
iii. the control of arriving aircraft after they leave the runway(s) in use, except in the case of landing on Runway 05R when aircraft will be transferred to Manchester Tower on 118.630 MHz for crossing Runway 05L;
iv. Communicating allocated parking stand number.

e) **Airport-Collaborative Decision Making (A-CDM).**

i. Definitions of Commonly Used A-CDM Terms:

1. Calculated Take-Off Time (CTOT);
2. Target Off-Blocks Time (TOBT);
3. Target Start Approval Time (TSAT);
4. Target Take-Off Time (TTOT).

ii. TOBT/TSAT.

1. Pilots should take note of the TSAT which they receive and comply with it.
2. If TOBT or TSAT can no longer be met then TOBT must be updated by the Aircraft Operator/ Ground Handling Agent.
3. Pilots must report that the flight is READY to depart at TOBT (tolerance window of -5 to +5 minutes). Failure to do so will see TOBT & TSAT deleted.
4. Reporting READY when not ready will see the READY status rescinded and TOBT & TSAT may get deleted.

iii. A-CDM Start Request – Manchester ATC (Delivery, Ground or Tower as appropriate).

1. Pilots should report READY to Manchester ATC at TOBT (window of -5 to +5 minutes).
2. If within the TSAT window, ATC will then approve start or in the case of a TSAT delay, will advise the TSAT.
3. Pilots to monitor the frequency from this point, as TSAT can improve up to TOBT.
4. Start approval will be issued based on the TSAT and the prevailing traffic situation.
5. Pilots will be informed of an ATC delay to TSAT in excess of 5 minutes. In such cases, the TOBT must not be updated further once READY has been recorded.
6. If at TOBT + 6 minutes ATC have not received a valid READY or start up request the aircraft may lose its position in the departure sequence and a new TOBT is required.
7. Once the new TOBT is entered the flight will be re-sequenced (new TSAT).
8. The aircraft will not be allowed to depart until a valid TOBT has been entered and revised TSAT assigned, with the window of -5 to +5 minutes applicable to both.

iv. A-CDM De-icing Requirements.

1. Manchester airport publishes an aircraft de-icing protocol as detailed within the Aerodrome manual. All Aircraft operators should ensure that they have read and understood this document. A copy can be downloaded from https:// www.manchesterairport.co.uk/aviation-professionals/aerodrome-manual/.
2. In order to request de-icing, pilots should follow their company's standard procedure which must include liaison with their ground handler. It is important to note that aircraft de-icing time must not be included in the lead up to TOBT. i.e. it takes place after TOBT. De-icing teams will enter de-icing times into A-CDM which will then adjust TSAT accordingly.
3. At TOBT, when doors are closed and staff are ready to commence de-icing on stand, pilots must call Manchester ATC stating "Ready for de-icing". This call must be made at +/- 5 minutes from TOBT. Once de-icing on the stand is complete, pilots must call Manchester ATC again at +/- 5 minutes from TSAT, stating 'De-icing complete, ready to push and start'.

f) **Push-back Procedures**.

i. All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
ii. Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person.
iii. Aircraft will not be permitted to reverse off pier-served stands under their own power. Aircraft may be permitted to reverse off remote stands at the discretion of the aerodrome authority. Permission must be obtained from the Airfield Operations Duty Manager (ext. 3331) via ATC prior to manoeuvre.
iv. Aircraft that require to depart from T1 on Runway 23L for performance reasons must inform Manchester Delivery prior to requesting push-back.

g) **Push and Hold Procedures**.

i. A policy is in force at Manchester where flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position to a remote location awaiting CTOT.
ii. Airlines must co-ordinate push and hold requests via Handling Agent, who must liaise with Airfield Control (telephone (0)161-489 3695).
iii. Requests to push and hold are to be made on the Clearance Delivery frequency.
iv. ATC clearance for push and hold manoeuvre will be given on the GMC frequency to the flight deck crew. Flight deck crew should monitor GMC frequency and note the instructions given.
v. Pushback will be allowed at TOBT (or shortly after depending on demand) and the TSAT will be adjusted to account for expected departure from the remote hold location.
vi. Remote locations for push and hold are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
vii. When in position at the remote location flight crew must monitor Clearance Delivery frequency.

viii. Aircraft may taxi away from a remote parking location with caution and using minimum power.

h) **Ground Movement Restrictions**.

i. Vehicular traffic operating on apron roadways to the rear of aircraft stands, parallel to taxi-lanes. Distance from taxi-lane centre-line to roadway varies between 34 M and 38.5 M for Code E taxi-lanes, the closest being alongside Taxiways J, L and R. There are also several roadway crossings of taxi-lanes (vehicular traffic on these roadways is not under ATC control but is required to give way to aircraft. Pilots should be aware of the proximity of road traffic whilst manoeuvring around the apron taxi-lanes).
ii. Taxiways November-Charlie and Taxiway Delta (between Intermediate Holding Positions D9 and D10) may be used during peak movement rates. Taxiway November-Charlie is unlit; during hours of darkness and/or if low visibility procedures are in force a 'Follow Me' service will be provided.
iii. The following taxiways are restricted to aircraft with maximum wingspan of 36 M or less: November-Alpha Blue, November-Alpha Orange, November-Bravo Blue, November-Bravo Orange, Zulu-Blue, Zulu-Orange, Lima (south of Stand 6), Juliet-Echo, Juliet Foxtrot, Golf (east of Stand 55) and Delta (between Intermediate Holding Positions D9 and D10).
iv. AN-124 aircraft will be provided with wing-tip escort vehicles on taxiways northside of Runway 05L/23R.
v. Pilots of long wheelbase aircraft such as B777-300 and A350-1000 should exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited.
vi. A380 aircraft – Taxiway routes available to A380 are shown on aerodrome chart AD 2-EGCC-2-3, marked in yellow. Reduced taxiway centre-line to object clearance of 49 M applies along Taxiways Alpha and Juliet (between J1 and J4).

i) **Ground Manoeuvring Restrictions**.

i. ATC instructions will normally specify the taxi route to be followed. This does not necessarily guarantee clearance from other aircraft, vehicles and obstructions on the manoeuvring area.
ii. Pilots are reminded of the need to exercise caution on wingtip clearances from other aircraft when manoeuvring in close proximity on the ground. Particular care should be taken in the runway holding areas and at runway crossing points.
iii. Pilots are reminded not to cross red stop bars unless authorised to do so by ATC.
iv. It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.

j) **Aircraft Blast Warnings**.

i. Jet aircraft are to engage minimum power when using Taxiways Alpha, Bravo and Papa (vicinity of holding position P1) due to the proximity of light aircraft operations in this area.
ii. Aircraft using Taxiways Lima, November-Alpha and November-Bravo are to use minimum power.
iii. Minimum power to be used by outbound aircraft using Taxiway November-Delta between holding position ND2 and abeam Stand 32 (Pier C).

k) **General Apron Safety**.

i. The wearing of high visibility clothing by all employed on the apron areas, including flight crew and flight attendants is mandatory.

l) **Operational Towing**.

i. It may not be recommended by aircraft manufacturers to conduct 'operational towing'. Operational towing is described as manoeuvring an aircraft under tow (with or without tow bar) that contains passengers, cargo or fuel. Airline operators shall satisfy themselves that operational towing can be conducted on their aircraft and ensure any restrictions to undertake towing manoeuvres are communicated to the relevant ground handling agent and Manchester Airport. It remains the airline operator's responsibility to assess the risks posed to its aircraft associated with any push-back or towing procedures.

m) **De-icing**.

i. Manchester has three remote de-icing pads:

1. Taxiway November-Charlie between Taxiways November-Delta and Echo, controlled by Maverick, which can accommodate up to a maximum 1 x B757 aircraft.
2. Taxiway Bravo between Intermediate Holding Positions B4 and B5, controlled by Iceman, which can accommodate up to a maximum 1 x B757 aircraft.
3. Taxiway Juliet between Intermediate Holding Position J2 and Runway Holding Position J1, controlled by Goose, which can accommodate 1 x Code E aircraft.

ii. Aircraft intending to use the remote de-icing pad will inform delivery on frequency 121.705 MHz when they request start-up.
iii. De-icing of aircraft is performed with engines running.
iv. Propeller aircraft are de-iced on the apron ramp. De-icing is performed with engines switched off.
v. The ATC frequency 121.855 MHz has to be monitored during de-icing on Taxiway November-Charlie and Taxiway Bravo.
vi. Due to its proximity to the runway, the ATC frequency 118.630 MHz has to be monitored during de-icing on Taxiway Juliet.

n) **Surface Movement Radar.**

i. Manchester Airport is equipped with an advanced surface movement radar utilising Mode-S.
ii. Aircraft operators intending to use Manchester Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
iii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:

1. From the request for push back or taxi, whichever is earlier.
2. After landing, continuously until the aircraft is fully parked on stand.

iv. After parking the Mode-A code 2000 must be set before selecting OFF or STD BY.
v. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

3 CAT II/III OPERATIONS

a) Runways 05L and 23R, subject to serviceability of the required facilities are suitable for Category II and III operations. However due to terrain profile, 05L Category II approaches may only be made by aircraft in ICAO Category A and B (VAT no greater than 120 KT) and when the ILS status is Category III.
b) During Category ll and lll operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the following runway holding points:

Runway 05L - Alpha 1, Alpha-Golf 1, Alpha Foxtrot 1.
Runway 23R - Juliet 1, Mike 1.

d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centre-line lights. These lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot ‘runway vacated’ reports.
e) Taxiways lit stopbar block-to-block aircraft separation in operation at or below IRVR 200 M.
f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (m)	Approximate Landing Rate
Between 1000 and 600	20
Between 600 and 400	12
Less than 400	10

4 WARNINGS

a) In addition to normal bird activity throughout the year, flocks of racing pigeons may be encountered flying across the airfield below 100 FT during the racing season, April - September.
b) Pilots of aircraft equipped with radio altimeters are warned that such altimeters may show large height fluctuations when approaching to land on Runway 05L due to the aircraft flying over the Bollin Valley at the south western end of the runway.
c) 4 high visibility bright lights from golf driving range. 1500 M left of threshold of Runway 23R. (SS-2130 (SS-2030)).
d) Pilots are warned, when landing on Runway 23R in strong north westerly winds, of the possibility of turbulence and large windshear effects.
e) For wildlife hazard management purposes, a bird scaring laser is deployed and utilised by the Airside Operations team.

5 HELICOPTER OPERATIONS

a) All rotary-wing aircraft will be treated as fixed wing operations and will be instructed to land and take-off on a runway. Aircraft unable to ground-taxi will be escorted by an Airfield Operations vehicle whilst in the hover.

6 USE OF RUNWAYS

a) General operating principles for two runway segregated operations. The two runways at Manchester are 390 M apart and staggered by 1850 M in order to comply with ICAO rules for Simultaneous Operations on parallel or near-parallel Instrument Runways (SOIR). Therefore in normal operations arrivals can operate independently on one runway whilst departures use the other.

i. Dual runway segregated operations are normally in force during peak times. At all other times, single runway, mixed-mode operations are in force using Runway 05L/23R.
ii. Pilots requiring use of Runway 05R/23L for aircraft performance reasons outside dual runway segregated hours should advise ATC at the earliest opportunity. Efforts will be made to make Runway 05R/23L available, however, some delay may be experienced. Returning this runway to service may take in excess of 30 minutes and it should not be assumed to be available as a diversion alternate to Runway 05L/23R.
iii. Due to local planning constraints, Runway 05R/23L is not normally available between the hours of 2200-0600 (2100-0500) daily.

Note: *Pilots are required to read back all ATC ‘hold short’ instructions.*

b) Pilots should note that Runway 05L/23R has a convex ‘hump-backed’ profile, the highest point of which is abeam Link Hotel-Zulu. This characteristic has these significant operational implications:

i. When lined up for take-off the full length of the runway surface may not be visible from the flight deck.
ii. When landing on Runway 23R, the apex of the runway lies 700 M into the TDZ. Should the aircraft still be flared beyond this point the runway surface will be falling away at a significant rate, with the risk of a late touchdown.

c) Special runway utilisation procedures are detailed at GEN 3.3.
d) Minimum Runway Occupancy Time.

i. Departures:

1. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.
2. Wake Turbulence Departures: The CAA (SARG) has deemed the following intersections to be treated as the same departure points for wake turbulence separation purposes:

Runway	Links
23R	Juliet and Mike
23L	Tango, Victor Alpha and Victor Bravo
	Victor Alpha, Victor Bravo and Uniform
	Victor Bravo and Uniform
05L	Alpha and Alpha Golf
05R	Whiskey and Yankee

3. When in receipt of a line-up clearance, the pilot must inform ATC **before** entering the runway if greater wake vortex separation will be required behind the preceding aircraft. Failure to do so may result in additional delay.

ii. Arrivals:

1. Wake Turbulence Separation - Arrival: For the purposes of spacing in the approach phase certain aircraft types are classified as Upper Medium and following aircraft will be provided with additional separation. All other 'Medium' aircraft types are classified as Lower Medium. Wake turbulence separations are in accordance with the 5 group scheme.
2. Pilots are reminded that rapid exits from the landing runway enable ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'. Pilots should pre-plan their landing and roll-out to target the first suitable exit point that provides for a safe and expeditious exit from the runway.

23R	BD	AE	AG
Distance from Threshold (M)	1376	1908	2574
Design Exit Speed (KTS)	52	52	N/A
Note: *Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Links P & F are not available as runway exits. Link AG is not a rapid exit taxiway.*			

05L	F	H	M
Distance from Threshold (M)	1447	1778	2249
Design Exit Speed (KTS)	N/A	N/A	N/A
Note: *Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Link F is available as a runway exit in daylight hours only. Link P is not available as a runway exit. Links F, H and M are not rapid exit taxiways.*			

05R	VD	VC	U
Distance from Threshold (M)	1954	2254	2738
Design Exit Speed (KTS)	52	52	N/A
Note: *Landing aircraft are to vacate expeditiously. When applicable, a suitable roll-out speed is to be maintained to RET VD to minimise runway occupancy time. Arriving aircraft are to ensure fully vacated before stopping. Link U is not a rapid exit taxiway.*			

3. Runway 05R arrivals. All aircraft must vacate the runway no later than Victor Bravo and proceed direct to Taxiway Victor. Aircraft remaining on the runway to vacate at Victor Alpha or Tango will infringe the ILS LOC critical area. Similarly, Taxiway Sierra is not to be used.
4. During dual-runway operations, in the event of a blockage/unserviceability on the arrival runway, ATC may offer pilots a visual switch of approach from Runway 23R to 23L, or from Runway 05R to 05L. This will only happen when the landing aircraft is more than 4 NM from touchdown and when visibility is greater than 5 KM.

e) Runway 23R/05L only. The hard shoulders outboard of the runway side stripes have only 25% of the runway bearing strengths and should not be used by aircraft turning on the runway or when backtracking. The grass verges are unstrengthened and when wet unlikely to sustain loads.

7 TRAINING

a) Simulated engine failure training is not to be carried out by aircraft departing from Runway 05L/05R.

EGCC AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

All aircraft inbound or outbound from this airport are required to conform to the following procedures, not withstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) After take-off every jet aircraft shall, in addition to complying with the Noise Preferential Routeings specified for each runway, be operated in such a way that it is at a height of not less than 1000 FT AAL, at the point nearest to the relevant noise monitoring terminal. Details of noise monitoring locations and performance are obtainable from the Flight Evaluation Unit. Email: flightevaluationunit@magairports.com.
c) Unless otherwise authorised by ATC, aircraft using the ILS in IMC and VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
d) Every jet aircraft using the airport shall, after take-off or 'go-around', maintain after passing the relevant monitoring point, a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.
e) For visual approaches, or following a visual circuit, to Runway 23R/23L the following additional limitations apply:

   i. Jet aircraft shall not join the final approach at a height of less than 1500 FT AAL.
   ii. Propeller driven aircraft whose MTWA exceeds 5700 KG shall not join the final approach at a distance of less than 3 NM from the landing threshold and at a height of less than 1000 FT AAL.

f) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300-0700 (2200-0600).

2 NOISE PREFERENTIAL ROUTES

a) The Noise Preferential Routes specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing aircraft until the level defined in the table below is reached, except:

   i. Aircraft whose MTWA does not exceed 5700 KG;
   ii. Those aircraft instructed by ATC to make early turns in order to expedite traffic flow, such instructions may be issued during the period 0700-2300 (0600-2200), to propeller aircraft whose MTWA does not exceed 23,000 KG and the following jet aircraft types: All aircraft up to 35,000 KG MTOW plus BAe 146 (Avro RJ Series), CRJ1, CRJ2, CRJ7, CRJ9, EMB-135/145, BD700 Global Express and Gulfstream 5;
   iii. Unless otherwise instructed by ATC or deviations are required in the interests of safety.

   The use of these routes is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 FT AAL before commencing any turn.

ATC CLEARANCE	PROCEDURE
ASMIM 1S	As per the ASMIM 1S SID described in AD 2.EGCC-6-1 until passing 4000 FT
ASMIM 1Z	As per the ASMIM 1Z SID described in AD 2.EGCC-6-1 until passing 4000 FT
DESIG 1S	As per the DESIG 1S SID described in AD 2.EGCC-6-5 until passing 4000 FT
DESIG 1Z	As per the DESIG 1Z SID described in AD 2.EGCC-6-5 until passing 4000 FT
EKLAD 1R	As per the EKLAD 1R SID described in AD 2.EGCC-6-1 until passing 3000 FT
EKLAD 1Y	As per the EKLAD 1Y SID described in AD 2.EGCC-6-1 until passing 3000 FT
KUXEM 1R	As per the KUXEM 1R SID described in AD 2.EGCC-6-1 until passing 3000 FT
KUXEM 1Y	As per the KUXEM 1Y SID described in AD 2.EGCC-6-1 until passing 3000 FT
LISTO 2R†	As per the LISTO 2R SID described in AD 2.EGCC-6-3 until passing 5000 FT
LISTO 2S	As per the LISTO 2S SID described in AD 2.EGCC-6-2 until passing 5000 FT
LISTO 2Y†	As per the LISTO 2Y SID described in AD 2.EGCC-6-3 until passing 5000 FT
LISTO 2Z	As per the LISTO 2Z SID described in AD 2.EGCC-6-2 until passing 5000 FT
POL 5R	As per the POL 5R SID described in AD 2.EGCC-6-4 until passing 4000 FT
POL 4S	As per the POL 4S SID described in AD 2.EGCC-6-4 until passing 4000 FT
POL 1Y	As per the POL 1Y SID described in AD 2.EGCC-6-4 until passing 4000 FT
POL 1Z	As per the POL 1Z SID described in AD 2.EGCC-6-4 until passing 4000 FT
SANBA 1R	As per the SANBA 1R SID described in AD 2.EGCC-6-6 until passing 5000 FT
SANBA 1Y	As per the SANBA 1Y SID described in AD 2.EGCC-6-6 until passing 5000 FT
SONEX 1R	As per the SONEX 1R SID described in AD 2.EGCC-6-5 until passing 4000 FT
SONEX 1Y	As per the SONEX 1Y SID described in AD 2.EGCC-6-5 until passing 4000 FT

† LISTO 2R/2Y SIDs only available to:

(aa) Non-Jet aircraft; and

(bb) The following jet aircraft.

All aircraft up to 35,000 KG MTOW, plus BAe 146 (Avro RJ series), Embraer E135, E145, Bombardier CRJ1, CRJ2, CRJ7, CRJ9, BD700 Global Express and Gulfstream 5.

iv. Unless otherwise required by ATC, Runway 23R/23L shall be used for all movements when there is a head wind component and when a tail wind component is not greater than 5 KT on either runway or at 2000 FT.

v. Link Alpha should be used for all jet aircraft and all large propeller-driven aircraft departing from Runway 05L. However, between the hours 0600-2330 (0500-2230) any aircraft may depart from Links AG, AF and B subject to operational requirements by ATC/ pilots. Between the hours 2330-0600 (2230-0500), all jet aircraft and large propeller-driven aircraft shall depart from the most westerly link available.

vi. Every aircraft using the airport shall, after take-off, be operated in the quietest possible manner. Aircraft exceeding the following noise levels will be subject to a penalty as detailed in the airport conditions of use. Noise limits at specific monitors are adjusted as shown in paragraph viii. This is due to adjustments at each monitor made with reference to the height and distance relative to 6.5 KM from start of roll, and the departure route flown. The maximum noise limits are defined as follows.

Period (local time)	QC Category	Proposed Limit dB(A)
0700 to 2300	-	89
2300 to 0700	QC 0.25 and below	80
	QC 0.5 and 1	82
	QC 2 and above	84

vii. These levels shall be recorded at any of the noise monitoring sites as listed in the table below:

Runway	Site	Latitude	Longitude
23R	Site 2: Broad Oak Farm	531916.74N	0022031.94W
23R	Site 3: Mobberley School	531907.73N	0021853.62W
23L	Site 21: Parkgate Industrial Estate	531851.89N	0022115.14W
23L	Site 22: Pavement Lane	531839.28N	0022017.16W
05L	Site 6: Together Trust	532301.36N	0021248.60W
05L	Site 7: Cheadle Catholic School	532234.36N	0021236.72W
05R	Site 14: Daisy Bank	532218.54N	0021420.05W

viii. The limits shall be adjusted in accordance with the following table to take account of the location of the terminal and its ground elevation and equipment tolerance relative to the aerodrome elevation.

Site	Adjustment dBA
Site 2: Broad Oak Farm	Minus 0.8
Site 3: Mobberly School	Plus 0.3
Site 21: Parkgate Industrial Site	Plus 1.7
Site 22: Pavement Lane	Plus 6.5
Site 6: Together Trust	Plus 0.4
Site 7: Cheadle Catholic School	Plus 0.3
Site 14: Daisy Bank	Plus 3.1

3 AIRCRAFT NOISE QUOTA SYSTEM

Manchester Airport operates and manages a Night Noise Quota System, which is based on the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annexe to the above-mentioned Supplement.

4 NIGHT FLIGHTS

a) In the interests of noise abatement, certain restrictions are imposed on night jet flights at this airport; operators concerned are advised to obtain details from the Airfield Operations Duty Manager. The full night noise policy can be found on our website: www.manchesterairport.co.uk/community/environmental-management.

b) Night Jet Restrictions/Allocations

i. Runway 23L/05R will not normally be used between 2200-0600 (2100-0500) except when Runway 23R/05L is closed for maintenance.

ii. Manchester Airport operates a night Jet Policy restricting operations of certain types of aircraft during the periods of 2300-0700 (2200-0600).

iii. The penalty scheme will be administered by a panel set up under the auspices of the Scheduling Committee which includes members of the Airlines Operators Committee and the Airport Authority.

iv. Records of night infringements for this purpose will be available to the co-ordinators at the IATA scheduling conferences for summer seasons.

v. Between the hours of 2300-0700 (2200-0600), visual approaches will not be permitted. Aircraft shall be positioned, by radar, to join the final approach at a distance of not less than 7 NM from touchdown. This restriction does not apply to non-jet aircraft whose MTWA is 5700 KG or below.

c) Operational Restrictions

i. Between 2300-0659 (2200-0559) QC16, QC8 and QC4 aircraft will not be allowed to arrive or depart, except in case of emergency or where exempt.
ii. Between 2300-0659 (2200-0559) there will be a scheduling ban on all QC2 aircraft. QC2 aircraft that do not hold historic slots will not be allocated slots in the 8-hour night period.

d) Manchester Airport has strict limits on the numbers of QC points for each operational season between the hours of 2330-0600 (2230-0500) and 2300-0700 (2200-0600).
e) Due to aerodrome capacity and to maintain compliance with the night noise limits, any arriving aircraft with a scheduled time of 0615 (0515) or later will not be allowed to land until after 0600 (0500), and as such will be subject to airborne holding until a landing time can be achieved of after 0600 (0500). Departing aircraft with a scheduled time of 0555 (0455) will not be permitted to take-off before 0600 (0500).

5 CONTINUOUS DESCENT APPROACHES

Jet and turbo-prop aircraft approaching Manchester Airport are expected to minimise noise disturbance by the use of low power, low drag continuous descent approach procedures. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 5000 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport noise and track-keeping system.

6 ENGINE TESTING

ATC will approve idle ground engine runs. A safety man must be positioned behind the aircraft to warn road traffic. Engine testing above ground idle is subject to the permission of the Airfield Operations Duty Manager and maybe subject to operational restrictions. For further information, please contact the Airport Authority. All engine tests above idle must commence in the Engine Test Bay. Times of operation are 0600-2200 (0500-2100) Monday to Friday and 0730–2200 (0630–2100) Saturday and Sunday. Engine testing on the open airfield will only be allowed for Chapter 3 aircraft between Mon-Fri 0900-1700 (0800-1600); Sat-Sun 0730-2200 (0630-2100). Chapter 4 and 14 aircraft 0600-2200 (0500-2100). Propeller driven aircraft are to be classified as Chapter 3.

7 TRAINING FLIGHTS

Training flights by all aircraft shall be subject to the approval of the Airfield Operations Duty Manager.

EGCC AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) **Standard Terminal Arrival Routes (STARs)**

i. Standard Arrival routes for aircraft inbound from the UK ATS Route Network will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGCC-7 and summarised below.
ii. Where STARs are designated as RNAV1 Only, Non-RNAV 1 aircraft should file via the existing route structure as detailed in the UK Standard Route Document (SRD).
iii. Aircraft shall not proceed beyond DAYNE/ ROSUN or MIRSI (as appropriate) without ATC clearance. Inbound holding can be expected during busy periods.

b) **Clearance to enter the CTR/TMA**

i. Aircraft inbound from the UK ATS Route Network will be cleared into the CTR/TMA without having to request a specific entry clearance. Aircraft not arriving via the UK ATS Route Network shall remain outside controlled airspace until in receipt of a clearance from ATC.

c) **Type of Approach**

i. All inbound IFR aircraft will be radar vectored to an ILS approach unless otherwise informed by ATIS/ATC.

d) **Holding**

i. Holding aircraft will be directed by ATC to Final Approach.

e) **Radar Vectoring Procedures**

i. Radar vectoring and descent instructions will be in accordance with the procedures detailed in ATSMAC Chart 5-1. When cleared to descend, aircraft should descend at a rate of at least 500 FT per minute.
ii. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160-180 KT; when established on the ILS and thereafter until 4DME, 165 KT with a tolerance of +/- 5 KT. These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what

speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including wake turbulence separation) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.

iii. ATC shall advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS Localizer.

iv. In circumstances where pilots are unable to comply with assigned speeds, they should advise ATC immediately.

f) **Approach Procedures Without Radar Control**

i. Not available at Manchester.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Speed Limit

i. A speed limit of 250 KT applies to all departures whilst flying below FL 100 unless previously removed by ATC.

ii. In certain weather conditions and perhaps for other reasons of safety, pilots may not be able to comply with the speed limit. When such circumstances are anticipated, the pilot should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this event, pilots will be informed before take-off of any higher speed limitation. Similarly, should such circumstances arise during flight, the pilot should immediately advise ATC, stating the minimum speed acceptable.

b) Allocation of Cruising Levels

i. When a re-clearance of Altitude/Flight Level is issued after take-off by ATC, it is the responsibility of the pilot to comply with at least the minimum altitudes shown in the SID procedure during the climb to the new assigned Altitude/Flight Level.

ii. Exceptionally, when ATC issue a re-clearance below the final SID altitude pilots must not climb above this revised altitude until further clearance is received. Aircraft on certain SIDs will be required to ‘confidence check’ the departure routing.

c) Communications

i. To reduce flight-deck workload immediately after take-off from Manchester Airport, the appropriate 'Scottish Control' frequency to be used is detailed on the SID Chart. This will enable pilots to pre-select the frequency on an alternative communications channel. **It is essential that the frequency change is not made until instructed to do so by 'Manchester Tower' and the instruction has been acknowledged by the pilot. Due to interaction with go-arounds all departures can expect to stay on Tower frequency until passing 2500 FT.** When the aircraft is not operating on a SID clearance the appropriate 'Scottish Control' frequency to be used, when instructed, will be included in the ATC clearance message.

d) Navigation

i. In the event of an inability to navigate the published SIDs, crews are to advise ATC prior to requesting a departure clearance.

e) Procedures for flights between Manchester and Liverpool

i. IFR flights between Manchester and Liverpool Airports will be cleared via the appropriate EKLAD or ASMIM Standard Instrument Departure.

3 RADIO COMMUNICATIONS FAILURE PROCEDURE

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1, Para 3.4.2.

b) Initial/Intermediate/Final Approach: See also Loss of Communication Procedures AD 2.EGCC-5-1

LOSS OF COMMUNICATION PROCEDURES

In the event of radio communication failure flight crews should plan to land on the landing runway last acknowledged from Manchester Radar or as promulgated by ATIS. If this is not possible, flight crews should plan to land on runway 23R/05L. Should runway 23R/05L not be available, this will be indicated by means of ATC extinguishing the approach lights for 23R/05L and illuminating the approach lights for landing on runway 23L/05R. 'Blind' ATC communications will also be transmitted.

Initial Approach

Proceed at FL70, or last assigned level if higher, to DAYNE, MIRSI or ROSUN, hold as appropriate and then continue visually or by means of an appropriate final approach aid. If this is not possible, from the hold route direct and self-position to a 10D/12D Final as appropriate, complying with all published MSAs, †.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid and land. If landing is not possible, follow the Missed Approach Procedure to DAYNE or ROSUN hold climbing to FL70. From DAYNE/ROSUN proceed direct to a 10D/12D Final as appropriate, complying with all published MSAs,†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1. Para 3.4.2.

Note: *No visual signals available at Manchester.*

4 VFR AND SPECIAL VFR FLIGHTS

a) Special VFR clearance for flights within the Control Zone may be requested and may be given in accordance with rules applicable to Class D airspace.
b) The use of Special VFR clearances is intended to be confined to light aircraft below 5700 KG MTWA which cannot comply with full IFR requirements.
c) VFR clearance in the Control Zone will be given for flights operating in VMC. Routeing instructions and/or altitude restrictions may be specified in order to integrate VFR flights with other traffic. Pilots are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.
d) Aircraft operating VFR or Special VFR in the Manchester CTR inbound to Barton (EGCB) must not assume that co-ordination has taken place to allow aircraft to enter the Barton ATZ. Manchester Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to establish two-way communication with Barton. If this is not possible, aircraft must leave the CTR clear of the Barton ATZ and route to Barton from outside controlled airspace.
e) Pilots requiring a VFR or Special VFR clearance to transit the Manchester CTR must remain clear of controlled airspace until a clearance has been obtained by RTF from Manchester Radar.
f) VFR and Special VFR Routes to/from Manchester Airport

i. In order to integrate VFR and Special VFR flights to/from Manchester Airport with the normal flow of IFR traffic, a number of Standard Routes are established along which ATC VFR and Special VFR clearances will be issued subject to the conditions specified above. These routes are defined by prominent ground features (e.g Motorways) and are detailed below.
ii. In order to reduce RTF congestion of Clearance Delivery frequencies, the standard outbound Visual Routes are allocated Route Designators. Pilots are to ensure that they are familiar with the route alignment and altitude restrictions prior to departure.

Standard Outbound Visual Routes

Exit Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Thelwall Viaduct VRP	05L/05R	Thelwall 2 Visual	Cross M56 Motorway. Route north of M56 and leave the CTR via Thelwall Viaduct VRP.	1300 FT	a) Avoid overflying Lymm. b) Inbound traffic operates south of M56 for RWY 05L and 05R.
Macclesfield South VRP	23R/23L	Macclesfield 1 Visual	Left turn towards Alderley Edge Hill VRP. Route west then south of Alderley Edge Hill and join the Macclesfield Entry/Exit Lane at Prestbury Station. Keep the railway line on the left and leave the CTR via Macclesfield South VRP	2500 FT (Notes 1, 2 and 6)	a) Maximum altitudes 1500 FT between Manchester and the northern edge of Macclesfield, 2500 FT south of the northern edge of Macclesfield to the CTR Boundary. b) **Warning:** High ground to the east of the Entry/Exit Lane. c) Aircraft may be routed direct from Manchester to Prestbury Station, or via disused Woodford aerodrome. d) Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC. e) **Caution:** Alderley Edge 650 FT AMSL.

Standard Inbound Visual Routes

Entry Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Stretton (Disused AD) VRP	05L/05R	Stretton 1 Visual	From Stretton (Disused AD) VRP, route via M56 Motorway, keeping the Motorway on the left. Join left base Runway 05L.	1300 FT	a) Outbound traffic operates north of M56. b) Aircraft may be held at Stretton (Disused AD) VRP or Rostherne VRP.

Entry Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Macclesfield South VRP	23R/23L	Macclesfield 1 Visual	From CTR Boundary east of Macclesfield VRP, route via the Macclesfield Entry/Exit Lane (keeping railway line on left) to disused Woodford Aerodrome. Join left base for Runway 23R/ 23L.	2500 FT (Notes 1, and 5)	a) Maximum altitudes 2500 FT between CTR Boundary and the northern edge of Macclesfield, 1500 FT north of Macclesfield. b) Aircraft may be held at Hilltop VRP, which is defined as the open area 1 NM North West of the disused Woodford aerodrome factory. Pilots must hold by visual reference to ensure that the holding pattern does not deviate to the north, which would come into conflict with Runway 23R final instrument approach, particularly in a southerly wind. c) When Runway 23L is in use as the landing runway, Hilltop VRP will not be used. VFR inbound aircraft can expect to hold overhead disused Woodford aerodrome. d) Pilots should contact Manchester Radar initially on 118.580 MHz. e) **Warning:** High ground to the east of the Entry/Exit Lane. f) Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC. g) Aircraft experiencing a radio failure **inbound** to Manchester whilst in the Macclesfield Entry/Exit Lane, or holding at Hilltop, are to carry out the Radio Communication Failure procedure detailed at ENR 1-2-2, paragraph 2.9 ***Note:*** *No visual signals available at Manchester.*

5 VISUAL REFERENCE POINTS (VRP)

a) Remain to the east of Burtonwood Services/M56 Junction 11 VRPs to remain clear of Liverpool CTR.
b) Remain to the west of Stretton (Disused AD)/Thelwall Viaduct VRPs to remain clear of Manchester CTR.
c) Remain to the west of Winsford Flash VRP to avoid over flying Winsford.
d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating outside the Manchester CTR/CTA within the airspace bounded by the following coordinates:

533723N 0023744W - 534459N 0020433W -
533650N 0015216W - 532510N 0014456W -
530412N 0015647W - 530253N 0023751W -
533723N 0023744W

are encouraged to select SSR code 7366 (7367 for student solo pilots) and maintain a listening watch on Manchester Radar, frequency 118.580 MHz.

b) Whilst squawking 7366/7367, pilots should be aware that Manchester Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
c) Selection of SSR code 7366/7367 does not imply the provision of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances; they are to remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Manchester CTR/CTA at all times.
d) When a pilot ceases to maintain a listening watch, SSR code 7366/7367 shall be deselected.

7 EGR323 NORTH WEST TRANSIT CORRIDOR (NWTC)

a) The EGR323 North West Transit Corridor lies immediately to the west of the Manchester CTR and beneath Manchester CTA airspace. EGR323 procedures are described at ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS.

EGCC AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGCC-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGCC-2-3
AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGCC-2-4
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGCC-3-1
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGCC-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGCC-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 05L/R 23R/L ASMIM 1S 1Z KUXEM 1R 1Y EKLAD 1R 1Y (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGCC-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 05L/R LISTO 2S 2Z (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGCC-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L (RESTRICTED USE) LISTO 2R 2Y (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGCC-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L 05L/R POL 5R 4S 1Y 1Z (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGCC-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L 05L/R SONEX 1R 1Y DESIG 1S 1Z (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGCC-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 23R/L (JET AIRCRAFT ONLY) SANBA 1R 1Y (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGCC-6-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LAKEY 1M SETEL 1M TILNI 2M - ICAO
AD 2.EGCC-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LIBSO 1M OTBED 1M - ICAO
AD 2.EGCC-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MAKUX 1M MALUD 1M AXCIS 1M PENIL 1M - ICAO
AD 2.EGCC-7-3
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELVOS 1M LESTA 1M - ICAO
AD 2.EGCC-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES LAKEY 1M SETEL 1M TILNI 2M LIBSO 1M
AD 2.EGCC-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTBED 1M MAKUX 1M MALUD 1M AXCIS 1M
AD 2.EGCC-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES PENIL 1M ELVOS 1M LESTA 1M
AD 2.EGCC-7-7
RNAV HOLD CODING TABLES DAYNE MIRSI ROSUN
AD 2.EGCC-7-8
INSTRUMENT APPROACH CHART ILS/DME RWY 05R - ICAO
AD 2.EGCC-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 05R - ICAO
AD 2.EGCC-8-2
INSTRUMENT APPROACH CHART RNP RWY 05R - ICAO
AD 2.EGCC-8-3
INSTRUMENT APPROACH CHART ILS/DME RWY 05L - ICAO
AD 2.EGCC-8-4
INSTRUMENT APPROACH CHART LOC/DME RWY 05L - ICAO
AD 2.EGCC-8-5

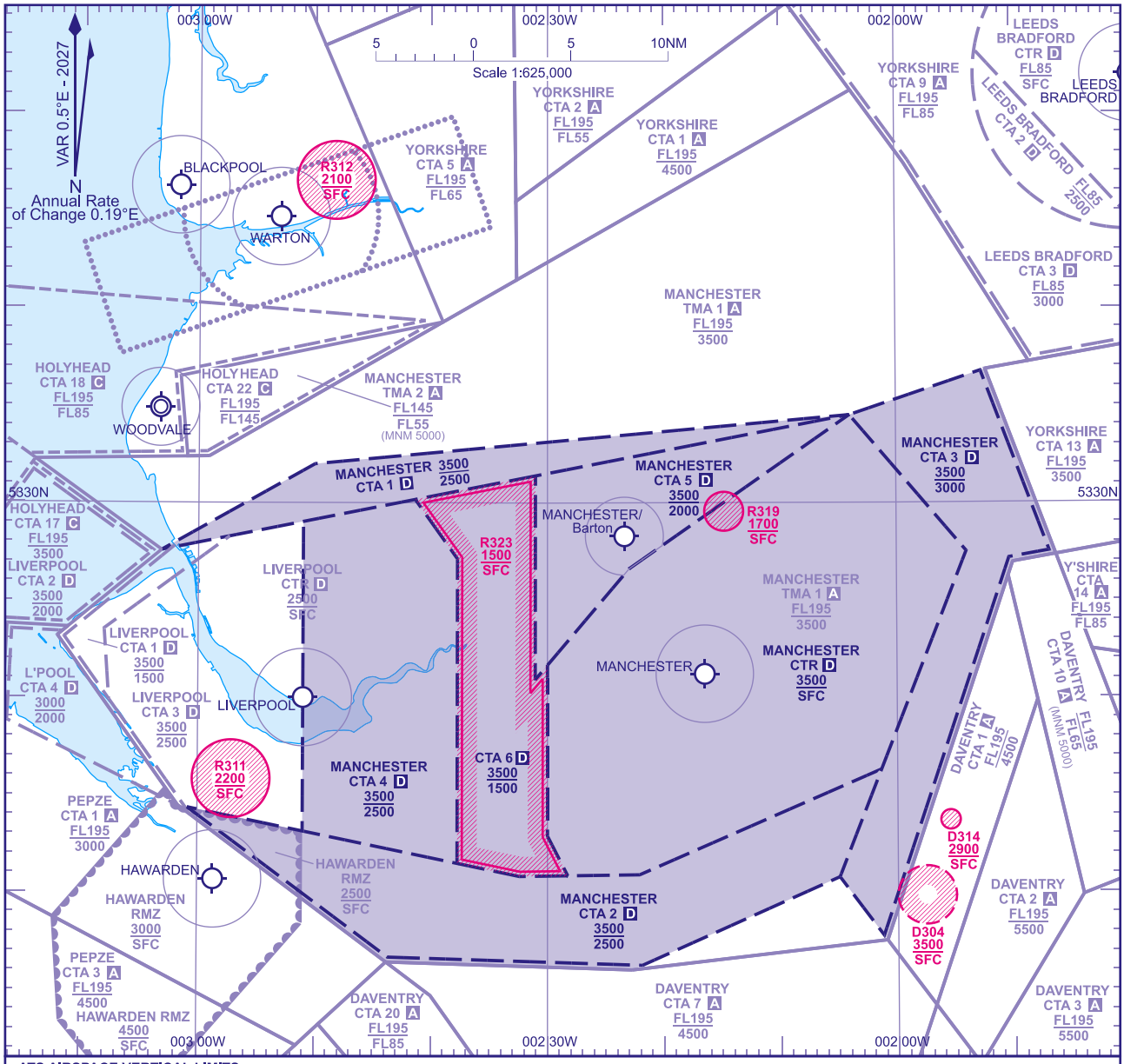
INSTRUMENT APPROACH CHART RNP RWY 05L - ICAO
AD 2.EGCC-8-6
INSTRUMENT APPROACH CHART ILS/DME RWY 23R - ICAO
AD 2.EGCC-8-7
INSTRUMENT APPROACH CHART LOC/DME RWY 23R - ICAO
AD 2.EGCC-8-8
INSTRUMENT APPROACH CHART RNP RWY 23R - ICAO
AD 2.EGCC-8-9
INSTRUMENT APPROACH CHART RNP RWY 23L - ICAO
AD 2.EGCC-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES RNP RWY 05R, RNP RWY 05L, RNP RWY 23R
AD 2.EGCC-8-11
INSTRUMENT APPROACH PROCEDURE CODING TABLES RNP RWY 23L
AD 2.EGCC-8-12

EGCC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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CONTROL ZONE AND CONTROL AREA — MANCHESTER



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 (12/25): MAG INFO UPDATED.

AERO INFO DATE 15 SEP 25

AD 2-EGCC-3-1

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In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGCB1351) 26R/APPROACH 08L/ TAKE-OFF	HEDGE	532820.40N 0022305.00W	77 FT	8 FT	No	-
(EGCB1360) 26L/APPROACH 08R/ TAKE-OFF	HEDGE	532819.73N 0022304.18W	78 FT	8 FT	No	-
(EGCB1363) 26L/APPROACH 08R/ TAKE-OFF	HEDGE	532819.50N 0022303.94W	78 FT	8 FT	No	-
(EGCB1370) 26L/APPROACH 08R/ TAKE-OFF	HEDGE	532819.17N 0022303.42W	78 FT	8 FT	No	-
(EGCB1484) 26L/APPROACH 08R/ TAKE-OFF	TREE	532818.97N 0022252.31W	109 FT	41 FT	No	-
(EGCB1413) 26L/APPROACH 08R/ TAKE-OFF	TREE	532818.96N 0022259.75W	89 FT	25 FT	No	-
(EGCB1378) 26L/APPROACH 08R/ TAKE-OFF	HEDGE	532818.70N 0022302.91W	78 FT	8 FT	No	-
(EGCB1482) 26L/APPROACH 08R/ TAKE-OFF	TREE	532818.65N 0022252.42W	109 FT	42 FT	No	-
(EGCB1425) 26L/APPROACH 08R/ TAKE-OFF	TREE	532818.56N 0022258.52W	93 FT	29 FT	No	-
(EGCB1545) 08L/APPROACH 26R/ TAKE-OFF	TREE	532817.75N 0022351.87W	94 FT	22 FT	No	-
(EGCB1041) 08L/08R/APPROACH 26R/26L/TAKE-OFF	TREE	532817.73N 0022359.12W	120 FT	52 FT	No	-
(EGCB1539) 08L/APPROACH 26R/ TAKE-OFF	TREE	532817.13N 0022353.94W	97 FT	29 FT	No	-
(EGCB1076) 08L/APPROACH 26R/ TAKE-OFF	TREE	532817.07N 0022355.24W	99 FT	31 FT	No	-
(EGCB1054) 08L/APPROACH 26R/ TAKE-OFF	TREE	532817.03N 0022356.80W	101 FT	32 FT	No	-
(EGCB1044) 08L/APPROACH 26R/ TAKE-OFF	TREE	532816.93N 0022358.32W	123 FT	55 FT	No	-
(EGCB1402) 31/APPROACH 13/ TAKE-OFF	BUSH	532814.86N 0022300.47W	82 FT	14 FT	No	-
(EGCB1185) 20/TAKE-OFF	TREE	532803.16N 0022328.05W	104 FT	47 FT	No	-
(EGCB1179) 02/APPROACH 20/ TAKE-OFF	TREE	532802.72N 0022329.32W	115 FT	56 FT	No	-
(EGCB1181) 02/APPROACH 20/ TAKE-OFF	TREE	532801.99N 0022329.05W	121 FT	54 FT	No	-
(EGCB1175) 02/APPROACH 20/ TAKE-OFF	TREE	532801.94N 0022330.09W	122 FT	54 FT	No	-
(EGCB1182) 20/TAKE-OFF	TREE	532801.82N 0022328.85W	118 FT	50 FT	No	-
(EGCB1177) 02/APPROACH 20/ TAKE-OFF	TREE	532801.27N 0022329.72W	130 FT	60 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGCB1163)	PYLON	532920.03N 0022332.46W	241 FT	171 FT	No	-
(EGCB1102)	PYLON	532912.60N 0022348.55W	208 FT	137 FT	No	-
(EGCB1032)	PYLON	532905.71N 0022403.64W	205 FT	136 FT	No	-
(EGCB1017)	PYLON	532858.35N 0022419.33W	214 FT	144 FT	No	-
(EGCB1014)	PYLON	532851.95N 0022433.01W	221 FT	151 FT	No	-
(EGCB1011)	PYLON	532842.37N 0022438.84W	256 FT	177 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**
(EGCB1372)	TREE	532840.16N 0022303.44W	175 FT	100 FT	No	-
(EGCB1530)	BUILDING	532837.18N 0022119.04W	192 FT	107 FT	No	-
(EGCB1476)	TREE	532831.51N 0022253.01W	176 FT	107 FT	No	-
(EGCB1020)	TREE	532830.78N 0022412.03W	176 FT	97 FT	No	-
(EGCB1008)	PYLON	532829.83N 0022446.13W	254 FT	173 FT	No	-
(EGCB1516)	TREE	532829.06N 0022242.86W	175 FT	107 FT	No	-
(EGCB1511)	TREE	532828.99N 0022244.25W	176 FT	108 FT	No	-
(EGCB1512)	TREE	532827.41N 0022243.98W	176 FT	108 FT	No	-
(EGCB1007)	PYLON	532820.14N 0022451.65W	234 FT	153 FT	No	-
(EGCB1006)	PYLON	532810.59N 0022457.00W	248 FT	165 FT	No	-
(EGCB1009)	PYLON	532800.84N 0022445.66W	254 FT	173 FT	No	-
(EGCB1529)	BUILDING	532758.81N 0022139.94W	223 FT	147 FT	No	-
(EGCB1531)	BUILDING	532757.45N 0022053.05W	251 FT	176 FT	No	-
(EGCB1013)	PYLON	532750.85N 0022433.59W	250 FT	173 FT	No	-
(EGCB1528)	PYLON	532747.19N 0022143.37W	174 FT	110 FT	No	-
(EGCB1016)	PYLON	532740.83N 0022421.47W	241 FT	168 FT	No	-
(EGCB1021)	PYLON	532730.74N 0022409.36W	239 FT	172 FT	No	-
(EGCB1027)	PYLON	532721.32N 0022405.41W	259 FT	198 FT	No	-
(EGCB1034)	PYLON	532712.92N 0022401.97W	253 FT	193 FT	No	-

EGCB 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	-
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing and website: https://www.egcbatis.co.uk.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. English.
7	Charts and other information available for briefing or consultation	Forms 214, 215 and met warnings.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	MANCHESTER BARTON
10	Additional information (limitation of service, etc.)	Unofficial meteorological observations provided by FIS during ATS hours.

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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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2	Taxiway width, surface and strength	Taxiway A RWY-A4: 23 M Surface: Asphalt PCR 1180/F/B/X/T Taxiway A A4-A5: 23 M Surface: Asphalt PCR 620/F/C/X/T Taxiway A A5-APRON END: 23 M Surface: Asphalt PCR 790/F/B/X/T Taxiway B RWY-B2: 23 M Surface: Asphalt PCR 630/F/B/X/T Taxiway B B2-APRON END: 23 M Surface: Asphalt PCR 2410/F/B/X/T Taxiway C RWY-CE: 23 M Surface: Asphalt PCR 1080/F/C/X/T Taxiway C CW LINK: 23 M Surface: Asphalt PCR 180/F/C/X/T Taxiway D RWY-D3: 23 M Surface: Asphalt PCR 820/F/C/X/T Taxiway D D3-D5: 23 M Surface: Asphalt PCR 1070/F/D/X/T Taxiway D D5-D8: 23 M Surface: Asphalt PCR 450/F/C/X/T Taxiway D D8-APRON END: 23 M Surface: Asphalt PCR 460/F/C/X/T Taxiway E: 15 M Surface: Asphalt PCR 370/F/D/X/T Taxiway F: 23 M Surface: Asphalt PCR 450/F/D/X/T Taxiway G: 23 M Surface: Asphalt PCR 2090/F/C/X/T
3	Altimeter checkpoint location and elevation	Apron 258 FT
4	VOR checkpoints	-
5	INS checkpoints	AD 2-EGNT-2-2 AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART.
6	Remarks	-

EGNT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1-25, 30 and 60-62 are designed for nose-in/push-back operations. Stands 50-54 are self-manoeuvring, although aircraft must be marshalled on to stand. Stands 13-25, 50-54 and 60-62 aircraft must be marshalled on to stand. Stands 1-12 and 30 are equipped with stand entry guidance systems. Aircrew should note that stand entry guidance systems are activated by their ground handling agent. Pilots must not enter an aircraft stand unless the stand entry guidance has been activated and the correct aircraft type is displayed, or alternatively an ATC instruction has been passed for marshalled on to stand. Airbridge available stands 3, 9/30 and 10. Stand 25 has an additional centre-line designated Left and Right. Stands 8, 13, 17 and 19 have additional markings for supplementary parking, as directed by ATC aircraft must be marshalled. Supplementary parking position Stand 30: Stand 30 is a parking position diagonally across Stand 9 for B747, A330-300 and B777-300 aircraft.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Designation, runway edge, displaced threshold, centre-line and touchdown zone. Runway light(s): Lights are LED. Taxiway marking aid(s): Yellow centre-line paint marking, intermediate taxi-holding positions and runway taxi-holding positions. Taxiway light(s): Combination of blue edge lights and switchable green centre-line (spacing 7.5 M for CAT III routes (A and D), 15 M for other routes). Illuminated holding point signs, illuminated taxi signs.
3	Stop bars and runway guard lights (if any)	Stop bars and runway guard lights at runway entrance points are in operation H24.
4	Other runway protection measures	-
5	Remarks	Some obstacle marking. Illuminated wind direction indicators. Pilot attention is drawn to the use of additional paint markings at specified runway entrance and exit points. These markings are provided as an additional measure to raise situational awareness and to reduce the runway incursion risk. All Ground Movement is under ATC Control. WDI: 550234.35N 0014033.83W (LGTD) and 550207.44N 0014219.87W (LGTD).

EGNT AD 2.10 AERODROME OBSTACLES

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

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

EGNT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER

2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 Hours.
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	TAFs/METARs English
7	Charts and other information available for briefing or consultation	Available on the Met Office website, www.metoffice.gov.uk/aviation.
8	Supplementary equipment available for providing information	Newcastle ATIS available on telephone number 0191-214 3401.
9	ATS units provided with information	NEWCASTLE
10	Additional information (limitation of service, etc.)	Current weather on ATIS.

EGNT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	065.19°	2330 x 45 M	RWY surface: Asphalt PCR 805/F/C/W/T SWY surface: Asphalt PCR 805/F/C/W/T	550202.35N 0014216.68W 162.5 FT	THR 263.3 FT TDZ 263.3 FT	RWY 07 0.35% down RWY 25 0.35% up
25	245.21°	2330 x 45 M	RWY surface: Asphalt PCR 805/F/C/W/T	550230.46N 0014030.76W 162.4 FT	THR 238.7 FT TDZ 243.1 FT	RWY 07 0.35% down RWY 25 0.35% up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
14 x 45 M	75 x 180 M	2396 x 280 M	150 x 90 M -	-	-	RWY 07 Ends of runways available for take-off. Threshold displaced by 121 M. Runway grooved for its full length. The downslope gradient over the first 400 M of LDA, Runway 07 is 0.57%. OFZ: Yes.
-	124 x 180 M	2396 x 280 M	90 x 92 M -	-	-	RWY 25 Threshold displaced by 138 M. Ends of runways available for take-off. Runway grooved for its full length. 50 M before 25 threshold a small turn pad is available for use by aircraft up to a maximum size of a Boeing 757. Use with caution at night. OFZ: Yes.

EGNT AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2330 M	2405 M	2344 M	2209 M	-
25	2262 M	2386 M	2262 M	2124 M	-
07	1799 M	1874 M	1812 M	-	Take-off from intersection with Taxiway B - 0.26%D.
07	1773 M	1848 M	1786 M	-	Take-off from intersection with Taxiway F - 0.26%D.
07	1559 M	1634 M	1573 M	-	Take-off from intersection with Taxiway E - 0.25%D.
07	1407 M	1482 M	1421 M	-	Take-off from intersection with Taxiway G - 0.23%D.
25	1548 M	1672 M	1548 M	-	Take-off from intersection with Taxiway C - 0.63%U.
25	877 M	1001 M	877 M	-	Take-off from intersection with Taxiway G - 0.49%U.
25	717 M	840 M	717 M	-	Take-off from intersection with Taxiway E - 0.58%U.

EGNT AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. Last approach light 30 M from displaced landing threshold. Lights are LED (except PAPI). 914 M Light intensity high	Green Light intensity high Flush uni-directional with elev green wingbars	PAPI Right/3° 51 FT 356 M	900 M	Colour coded 15 M spacing Light intensity high	HI bi-directional edge with LI omni-directional component 60 M spacing	Red	Ends 148 M from 25 THR 15 M Red	Approach: Precision approach category II/III lighting system station removal, two luminaries have been removed from the 07 Precision approach category II/III lighting system 510 M from the 07 Threshold. CL: On departure with Aeronautical Ground Lighting illuminated. White Centre Line lamps are visible up to the threshold.
25	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. Last approach light 30 M from displaced landing threshold. Lights are LED (except PAPI). 914 M Light intensity high	Green Light intensity high Flush uni-directional with elev green wingbars	PAPI Left/3° 60 FT 415 M	900 M	Colour coded 15 M spacing Light intensity high	HI bi-directional edge with LI omni-directional component 60 M spacing	Red	-	CL: On departure with Aeronautical Ground Lighting illuminated. White Centre Line lamps are visible up to the threshold.

EGNT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 550156.03N 0014213.08W (LGTD), 550219.63N 0014046.92W (LGTD).
3	TWY edge and centre line lighting	CL: Yes. EDGE: Yes.
4	Secondary power supply/switch-over time	Yes - UPS/1 second, Standby diesels/15 seconds
5	Remarks	Apron floodlights. Obstacle lighting.

EGNT AD 2.16 HELICOPTER LANDING AREA

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EGNT AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
NEWCASTLE CTR 550525N 0015411W - 550955N 0013719W thence clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 545919N 0012829W - 545500N 0014705W thence clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 550525N 0015411W	Upper limit: FL105 Lower limit: SFC	D	NEWCASTLE APPROACH English	6000 FT	-	-
NEWCASTLE ATZ A circle, 2.5 NM radius, centred at 550217N 0014123W on longest notified runway (07/25)	Upper limit: 2266 FT ALT Lower limit: SFC	D	NEWCASTLE APPROACH English	6000 FT	H24	ATZ 2000 FT AAL.

EGNT AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	NEWCASTLE APPROACH	124.380 DOC 60 NM/ 25,000 FT.	-	-	H24	-
TWR	NEWCASTLE GROUND	121.730 Aerodrome SFC Only.	-	-	As directed by ATC.	VDF 550219.07N 0014048.12W On Frequency 119.705 MHz Only.
	NEWCASTLE TOWER	119.705 DOC 25 NM/5,000 FT.	-	-	H24	
RADAR	NEWCASTLE DIRECTOR	125.830 DOC 60 NM/ 25,000 FT.	-	-	As directed by ATC.	VDF 550219.07N 0014048.12W On Frequency 124.380 MHz Only
	NEWCASTLE RADAR	124.380 DOC 60 NM/ 25,000 FT.	-	-	H24	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	NEWCASTLE INFORMATION	118.380	-	-	H24	-
OTHER	NEWCASTLE FIRE	121.605 Non-ATS channel.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-

EGNT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.51°E (2027)	INC	111.500 MHz	H24	550234.55N 0014015.35W	-	(RWY 07) Elev: 251 FT.
ILS/GP	INC	332.900 MHz	H24	550203.07N 0014156.53W	-	3° ILS Ref Datum Hgt 51 FT. Elev: 256 FT.
ILS/LOC III 0.49°E (2027)	INWC	111.500 MHz	H24	550159.40N 0014227.81W	-	(RWY 25) Elev: 273 FT.
ILS/GP	INWC	332.900 MHz	H24	550221.98N 0014045.92W	-	3° ILS Ref Datum Hgt 51 FT. Elev: 229 FT.
DME	NEW	89Y 114.250 MHz	H24	550218.41N 0014154.14W	287 FT	On Newcastle AD. No associated VOR. Any VOR indications should be ignored. DME DOC: 200 NM/50,000 FT. ENR Purpose: 550218N 0014154W
NDB (L) 0.52°E (2027)	NT	352.000 kHz	H24	550301.38N 0013833.65W	-	Range 40 NM Elev: 257 FT
ILS/DME	INC	52X	H24	550213.02N 0014120.92W	256 FT	(RWY 07) On AD. DME freq paired with ILS I-NC and I-NWC. Zero range is indicated at THR of runway in use for ILS and NDB approaches.
ILS/DME	INWC	52X	H24	550213.02N 0014120.92W	256 FT	(RWY 25) On AD. DME freq paired with ILS I-NC and I-NWC. Zero range is indicated at THR of runway in use for ILS and NDB approaches. DME unlocks may occur outside 25° left of centreline when beyond 17 NM and below 2500 FT.

EGNT AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All flights are at all times subject to PPR. The filing of a flight plan does not constitute permission to use Newcastle International Airport Ltd. Applications for prior permission and runway slots should be addressed as follows:

i. All requests for slots during office hours 0900-1700 (0800-1600) are to be directed to Airport Coordination Ltd (ACL) Tel: 0161-493 1850, E-mail: manchester@acl-uk.org, SITA: LONACXH;
ii. Operators of Military, General and Business Aviation aircraft may only operate when permission has been obtained from Samson Aviation (0191-286 4156) in advance of each movement;
iii. Flight Training Requests should be made to ATC (0191-214 8130).

b) Booking out details should be passed by telephone to ATC (0191-214 8130). Booking out by radio will not be accepted.

AERODROME CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

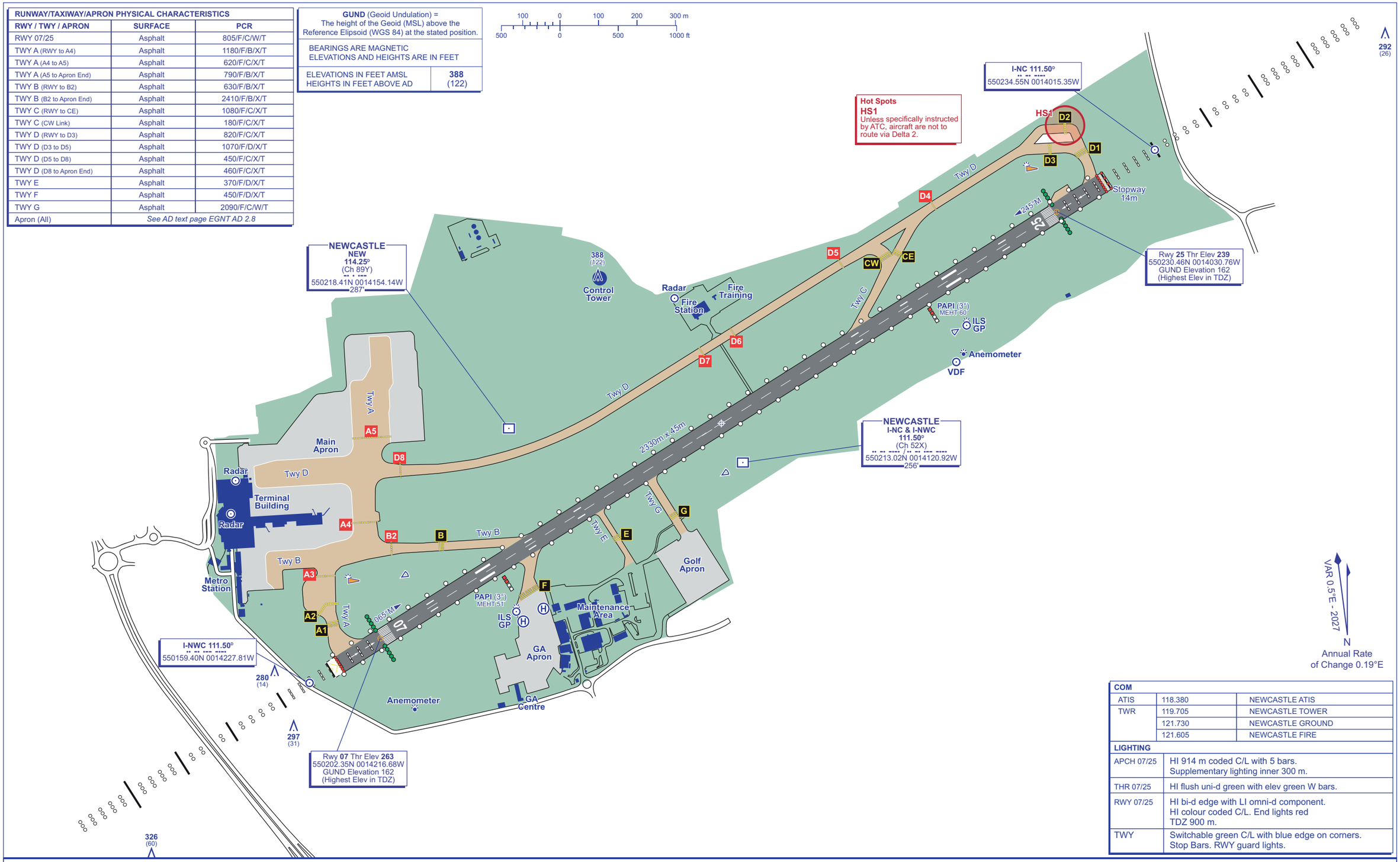
NEWCASTLE
EGNT

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCR**
RWY 07/25	Asphalt	805/F/C/W/T
TWY A (RWY to A4)	Asphalt	1180/F/B/X/T
TWY A (A4 to A5)	Asphalt	620/F/C/X/T
TWY A (A5 to Apron End)	Asphalt	790/F/B/X/T
TWY B (RWY to B2)	Asphalt	630/F/B/X/T
TWY B (B2 to Apron End)	Asphalt	2410/F/B/X/T
TWY C (RWY to CE)	Asphalt	1080/F/C/X/T
TWY C (CW Link)	Asphalt	180/F/C/X/T
TWY D (RWY to D3)	Asphalt	820/F/C/X/T
TWY D (D3 to D5)	Asphalt	1070/F/D/X/T
TWY D (D5 to D8)	Asphalt	450/F/C/X/T
TWY D (D8 to Apron End)	Asphalt	460/F/C/X/T
TWY E	Asphalt	370/F/D/X/T
TWY F	Asphalt	450/F/D/X/T
TWY G	Asphalt	2090/F/C/W/T
Apron (All)	*See AD text page EGNT 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	**388** (122)



VAR 0.5°E - 2027
N
Annual Rate of Change 0.19°E

COM		
ATIS	118.380	NEWCASTLE ATIS
TWR	119.705	NEWCASTLE TOWER
	121.730	NEWCASTLE GROUND
	121.605	NEWCASTLE FIRE

LIGHTING	
APCH 07/25	HI 914 m coded C/L with 5 bars. Supplementary lighting inner 300 m.
THR 07/25	HI flush uni-d green with elev green W bars.
RWY 07/25	HI bi-d edge with LI omni-d component. HI colour coded C/L. End lights red TDZ 900 m.
TWY	Switchable green C/L with blue edge on corners. Stop Bars. RWY guard lights.

CHANGE (13/26): APRON PCR REFERENCE. TERMINAL EDITORIAL.

AERO INFO DATE 15 OCT 26

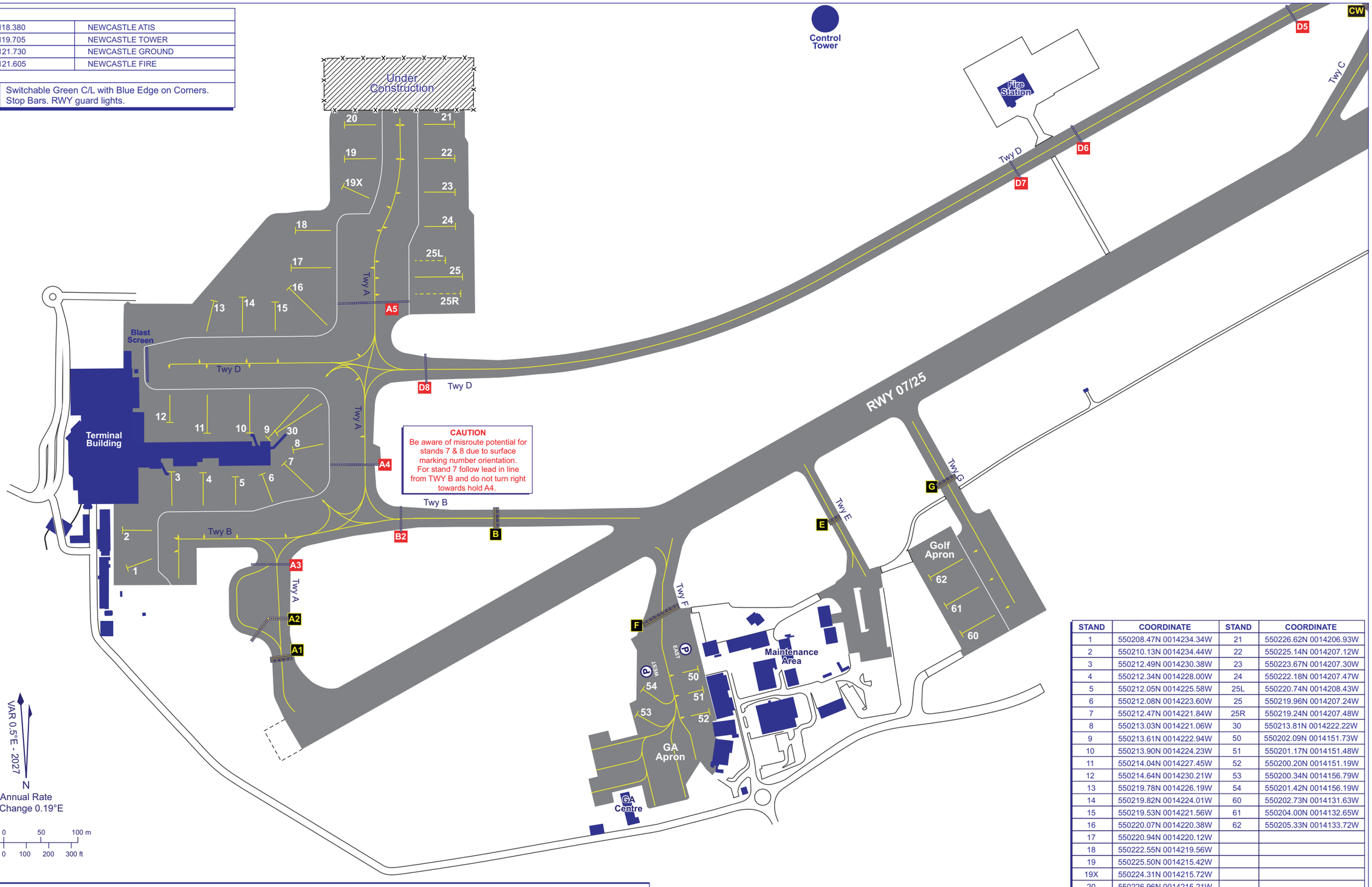
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

NEWCASTLE
EGNT

COM		
ATIS	118.380	NEWCASTLE ATIS
TWR	119.705	NEWCASTLE TOWER
	121.730	NEWCASTLE GROUND
	121.605	NEWCASTLE FIRE
LIGHTING		
TWY	Switchable Green C/L with Blue Edge on Corners. Stop Bars. RWY guard lights.	



STAND	COORDINATE	STAND	COORDINATE
1	550208.47N 0014234.34W	21	550226.62N 0014206.93W
2	550210.13N 0014234.44W	22	550225.14N 0014207.12W
3	550212.49N 0014230.38W	23	550223.67N 0014207.30W
4	550212.34N 0014228.00W	24	550222.18N 0014207.47W
5	550212.05N 0014225.58W	25L	550220.74N 0014208.43W
6	550212.08N 0014223.60W	25	550219.96N 0014207.24W
7	550212.47N 0014221.84W	25R	550219.24N 0014207.48W
8	550213.03N 0014221.06W	30	550213.81N 0014222.22W
9	550213.61N 0014222.94W	50	550202.09N 0014151.73W
10	550213.90N 0014224.23W	51	550201.17N 0014151.48W
11	550214.04N 0014227.45W	52	550200.20N 0014151.19W
12	550214.64N 0014230.21W	53	550200.34N 0014156.79W
13	550219.78N 0014226.19W	54	550201.42N 0014156.19W
14	550219.82N 0014224.01W	60	550202.73N 0014131.63W
15	550219.53N 0014221.56W	61	550204.00N 0014132.65W
16	550220.07N 0014220.38W	62	550205.33N 0014133.72W
17	550220.94N 0014220.12W		
18	550222.55N 0014219.56W		
19	550225.50N 0014215.42W		
19X	550224.31N 0014215.72W		
20	550226.96N 0014215.21W		

CHANGE (13/26): STAND 31 REMOVED. STANDS 1, 6, 13-15, 19-25 MODIFIED. AREA UNDER CONSTRUCTION. PCR TABLE ON CHART 2-1 ONLY. TERMINAL EDITORIAL.

AERO INFO DATE 15 OCT 26

EGHQ — NEWQUAY

EGHQ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHQ — NEWQUAY

EGHQ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 502627N Long: 0045943W Mid point of Runway 12/30.
2	Direction and distance from city	3.5 NM NE Newquay.
3	Elevation / Reference temperature / Mean Low Temperature	390 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	173 FT
5	Magnetic Variation / Annual Change	0.20°W (2027) / 0.18°E
6	AD Administration Address Telephone Web address	CORNWALL AIRPORT LTD Newquay Cornwall Airport St Mawgan, Newquay Cornwall TR8 4RQ 01637-861301 (ATC) 01637-860551 (Executive and GA Full Handling PPR) 01637-861744 (General Aviation PPR) www.cornwallairportnewquay.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGHQ AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sun 0700-1930 (0545-2030). All other times by arrangement.
2	Customs and immigration	H24. 24 hours notice required for non-scheduled movements.
3	Health and sanitation	As AD.
4	AIS Briefing Office	As AD via Handling Agent or self briefing by Internet site.
5	ATS Reporting Office (ARO)	As AD.
6	MET Briefing Office	As AD via Handling Agent or self briefing by Internet site.
7	ATS	See AD 2.18. SAR and Air Ambulance operations may occur H24, including outside the operating hours of the aerodrome.
8	Fuelling	As AD.
9	Handling	As AD.
10	Security	As AD.
11	De-icing	As AD on request.
12	Remarks	PPR before departure for all non-scheduled movements. For non-scheduled movements between 1700-0900 (1600-0800) PPR to be obtained before 1500 (1400).

EGHQ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited
2	Fuel and oil types	AVTUR Jet A-1/ F35, AVGAS 100LL
3	Fuelling facilities/capacity	AVTUR Jet A-1 / F35 100,000 LTS. AVGAS 100LL 20,000 LTS.
4	De-icing facilities	Available via Airport Operations.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited. STS Aviation (UK CAA/EASA Part 145 Approved). www.stsaviationgroup.com
7	Remarks	Handling Agents: Fly NQY (GA): Tel: 01637-861744. Weston Aviation (Executive and GA full handling, including military training requests): Tel: 01637-860551 Fax: 01637-860788. No aircraft air-start available.

EGHQ AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	Cafe (landside and airside), Executive lounge (airside).
3	Transportation	Buses, Taxis and Car Hire.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	Cash Machine in Terminal
6	Tourist Office	-
7	Remarks	-

EGHQ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category 6 Mon-Sun 0700-1930 (0545-2030). All other times by arrangement. RFF Category 7 accepted under remission. RFF Category 8 and 9 by prior arrangement.
2	Rescue equipment	3 x Panther, 6 x 6 Euro 6. Cutting equipment available.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	-

EGHQ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Limited Mechanical, Chemical De-Icing.
2	Clearance priorities	Standard.
3	Remarks	-

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

1	Apron surface and strength	ALPHA APRON Surface: Asphalt/Brick Pavers. PCR 410/F/B/W/U ECHO APRON Surface: Concrete PCR 539/R/C/W/U FOXTROT APRON Surface: Asphalt - GOLF APRON Surface: Concrete and asphalt PCR 655/R/C/W/U HOTEL APRON Surface: Concrete and asphalt PCR 448/R/C/W/U
2	Taxiway width, surface and strength	Taxiway ALPHA E OF BRAVO: 23 M Surface: Asphalt PCR 290/F/B/W/U Taxiway ALPHA W OF BRAVO: 18 M Surface: Asphalt PCR 410/F/B/W/U Taxiway BRAVO: 23 M Surface: Asphalt PCR 410/F/B/W/U Taxiway CHARLIE NORTH: 23 M Surface: Asphalt PCR 79/F/C/W/U PCR Value relevant North of Taxiway ALPHA.

		Taxiway CHARLIE SOUTH: 23 M Surface: Asphalt PCR 290/F/B/W/U Taxiway DELTA: 23 M Surface: Asphalt PCR 341/F/B/W/U Taxiway ECHO: 23 M Surface: Asphalt PCR 330/F/C/X/U Taxiway GOLF: 40 M Surface: Asphalt PCR 290/F/B/W/U Taxiway HOTEL: 18 M Surface: Asphalt PCR 315/F/A/W/U
3	Altimeter checkpoint location and elevation	Alpha Apron 363 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGHQ 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 classed as higher than Code C parking on ECHO Apron are to shut down on the ECHO taxilane and be towed to parking position under ground crew guidance. Aircraft parking stands 18-19 are to follow marshaller guidance. Aircraft parking Alpha Apron stands 20-24 are to follow marshaller guidance. All engine starts and aircraft manoeuvring on Alpha Apron require ground crew guidance. Light aircraft are to be allocated parking by ATC. Marshaller guidance on the General Aviation Parking Area may not be available.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 12/30: Runway designation, runway centre-line, runway threshold, fixed distance and touchdown and zone markings. Runway side stripes. Threshold turn-pad centre-line and edge markings with blue edge lights. Taxiway light(s): Green centre-line lighting. Yellow/Green lead-on/lead-off lights at runway intersection with taxiways A, B, C, E, G and H, lead-on lights switched with stopbars. Taxiways D and H fitted with catseye markers and reflective signs in addition to centre-line lights.
3	Stop bars and runway guard lights (if any)	Stop bars at A2, A3, B1, C1, D4, E1, G1 and H1. Also vehicle crossing V(North) and V(South). Runway guard lights at A1, A3, B1, C1, D4, E1, G1 and H1.
4	Other runway protection measures	-
5	Remarks	WDI (LGTD) - 502623.94N 0045946.34W; 502611.95N 0045914.45W; 502641.48N 0050032.84W.

EGHQ 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.

EGHQ 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/internet.
6	Flight documentation Language(s) used	Charts abbreviated plain language text TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	www.metoffice.gov.uk
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	ATIS available by telephone 01637-861320

EGHQ 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	120.51°	2744 x 45 M	RWY surface: Concrete. Grooved Asphalt. PCR 598/F/B/W/U	502649.34N 0050043.25W 173.6 FT	THR 306.5 FT TDZ 333.2 FT	-
30	300.54°	2744 x 45 M	RWY surface: Concrete. Grooved Asphalt. PCR 598/F/B/W/U	502609.17N 0045856.56W 173.4 FT	THR 385.3 FT TDZ 385.3 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**
-	300 x 150 M	2864 x 280 M	-	-	-	RWY 12 There are 22 M asphalt shoulders both sides of the marked runway edges. At the thresholds these shoulders form part of the marked turn pads.
-	300 x 150 M	2864 x 280 M	-	-	-	RWY 30 Landing threshold displaced by 300 M. There are 22 M asphalt shoulders both sides of the marked runway edges. At the thresholds these shoulders form part of the marked turn pads.

EGHQ AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	**2**	**3**	**4**	**5**	**6**
12	2637 M	2937 M	2637 M	2637 M	TORA and LDA end 107 M before physical end of pavement for RESA provision.
30	2744 M	3044 M	2744 M	2444 M	-
12	1964 M	2264 M	1964 M	-	Take-off from Intersection with Taxiway Hotel.

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.

EGEN — NORTH RONALDSAY

EGEN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEN — NORTH RONALDSAY

EGEN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 592203N Long: 0022604W
2	Direction and distance from city	28 NM NE by N of Kirkwall.
3	Elevation / Reference temperature / Mean Low Temperature	56 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.26°W (2027) / 0.22°E
6	AD Administration Address Telephone E-mail address	ORKNEY ISLANDS COUNCIL. Council Offices, Kirkwall, Orkney Islands, KW15 1NY, Scotland. 01856-873535 airfields@orkney.gov.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	-

EGEN AD 2.3 OPERATIONAL HOURS

1	AD Administration	Hours Subject to PPR.
2	Customs and immigration	-
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	-
8	Fuelling	Not applicable.
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is PPR, a valid indemnity is required. Full details of landing fees and rules for airfield users can be found on the Orkney Islands Council website: https://www.orkney.gov.uk/our-services/transport/internal-air-services/airfields

EGEN AD 2.4 HANDLING SERVICES AND FACILITIES

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EGEN AD 2.5 PASSENGER FACILITIES

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EGEN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 accepted under remission by prior arrangement.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGEN AD 2.7 SEASONAL AVAILABILITY - CLEARING

INTENTIONALLY BLANK

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

1	Apron surface and strength	GA APRON Surface: Grass - MAIN APRON Surface: Bitumen Macadam -
2	Taxiway width, surface and strength	Taxiway MAIN TAXIWAY: - Surface: Hardcore and Bitumen Macadam -
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGEN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGEN 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**
21/APPROACH 03/TAKE-OFF	Building ridge line	592214.01N 0022540.48W	81 FT	-	No	-
21/APPROACH 03/TAKE-OFF	Building	592213.84N 0022539.66W	66 FT	-	No	-
21/APPROACH 03/TAKE-OFF	O H Electricity Pole	592213.61N 0022544.67W	78 FT	-	No	-
21/APPROACH 03/TAKE-OFF	O H Electricity Lines	592213.50N 0022542.81W	78 FT	-	No	-
21/APPROACH 03/TAKE-OFF	O H Electricity Pole	592213.34N 0022541.16W	80 FT	-	No	-
21/APPROACH 03/TAKE-OFF	Building	592208.94N 0022552.28W	83 FT	-	No	-
28/APPROACH 10/TAKE-OFF	Building	592201.30N 0022534.48W	66 FT	-	No	-
03/APPROACH 21/TAKE-OFF	Ridge Line Old Church	592152.66N 0022601.28W	90 FT	-	No	-
03/APPROACH 21/TAKE-OFF	Church Tower	592152.55N 0022600.28W	94 FT	-	No	-
03/APPROACH 21/TAKE-OFF	Antenna Mast	592152.50N 0022605.72W	93 FT	-	No	-
31/APPROACH 13/TAKE-OFF	Building	592151.50N 0022534.40W	93 FT	-	No	-
31/APPROACH 13/TAKE-OFF	Building	592149.16N 0022535.98W	88 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**
-	Lighthouse	592322.70N 0022252.78W	175 FT	-	Yes	-
-	TV Tower	592317.51N 0022249.57W	159 FT	-	No	-

EGEN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGEN 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	026.76°	331 x 18 M	RWY surface: Graded Hardcore	592158.60N 0022557.42W -	THR 59.0 FT -	-
21	206.76°	331 x 18 M	RWY surface: Graded Hardcore	592206.13N 0022549.98W -	THR 57.0 FT -	-
10	094.98°	527 x 18 M	RWY surface: Graded Hardcore	592203.99N 0022621.55W -	THR 42.0 FT -	-
28	274.98°	527 x 18 M	RWY surface: Graded Hardcore	592202.51N 0022548.28W -	THR 55.0 FT -	-
13	132.22°	304 x 30 M	RWY surface: Grass -	592205.04N 0022605.48W -	THR 52.0 FT -	-
31	312.23°	304 x 30 M	RWY surface: Grass -	592158.43N 0022551.21W -	THR 59.0 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 Starter extension of 30 M.
-	-	-	-	-	-	RWY 21 Starter extension of 36 M.
-	-	-	-	-	-	RWY 10 While arriving or departing from Runway 10 for approximately 150 M the 28 threshold is not visible and when arriving or departing Runway 28 for approximately 250 M the 10 threshold is not visible.

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 28 While arriving or departing from Runway 10 for approximately 150 M the 28 threshold is not visible and when arriving or departing Runway 28 for approximately 250 M the 10 threshold is not visible.
-	-	-	-	-	-	RWY 13
-	-	-	-	-	-	RWY 31

EGEN AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	527 M	527 M	527 M	527 M	-
28	527 M	527 M	527 M	527 M	-
13	304 M	304 M	304 M	304 M	-
31	304 M	304 M	304 M	304 M	-
03	292 M	292 M	292 M	262 M	TORA, TODA and ASDA include a 30 M starter extension.
21	298 M	298 M	298 M	262 M	TORA, TODA and ASDA include a 36 M starter extension.

EGEN 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	-	-	-	Omni-directional White Light intensity low	Red Light intensity low	-	-
21	-	Green Light intensity low	-	-	-	Omni-directional White Light intensity low	Red Light intensity low	-	-
10	-	Green Light intensity low	APAPI Left/3.8° 5 FT	-	-	Omni-directional White Light intensity low	Red Light intensity low	-	-
28	-	Green Light intensity low	APAPI Left/3.8° 5 FT	-	-	Omni-directional White Light intensity low	Red Light intensity low	-	-

EGEN 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: 592205.21N 0022553.95W.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGEN AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 592206.80N 0022550.99W, -
2	TLOF and/or FATO elevation	TLOF: 57.1 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: Letter H
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGEN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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EGEN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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EGEN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGEN AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All GA aircraft must park only on the clearly designated grass GA APRON. GA aircraft must not park on the main tarmac apron.
b) All pilots must be aware of a restriction in place for Runway 03/21. Any aircraft or obstacles on the main apron encroach the cleared and graded area of the runway strip of Runway 03/21. While aircraft or obstacles are present anywhere on the main apron, Runway 03/21 is unusable. This constitutes a variation to the licence for this aerodrome.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.
b) **Runway 10/28 and 03/21:** Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGEN AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGEN AD 2.22 FLIGHT PROCEDURES

a) RTF contact with Kirkwall (EGPA) recommended.

EGEN AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGEN AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGEN 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**
(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_004_PA_0074_C001	CRANE	524142.62N 0011236.27E	269 FT	148 FT	Yes Red	Operating until 31 December 2027.
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.

EGBN 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**
09/APPROACH 27/TAKE-OFF	Telegraph Pole	525515.46N 0010524.42W	161 FT	-	No	-
09/APPROACH 27/TAKE-OFF	Tree	525515.39N 0010524.74W	161 FT	-	No	-
09/APPROACH 27/TAKE-OFF	Tree	525514.72N 0010523.97W	160 FT	-	No	-
09/APPROACH 27/TAKE-OFF	Tree	525512.42N 0010520.54W	157 FT	-	No	-
09/APPROACH 27/TAKE-OFF	Tree	525511.97N 0010520.30W	156 FT	-	No	-

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EGBN 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 facilities.
6	Flight documentation Language(s) used	English -
7	Charts and other information available for briefing or consultation	Available in flight school.
8	Supplementary equipment available for providing information	Internet.
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	-

EGBN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
03	028.70°	821 x 23 M	RWY surface: Asphalt -	525459.00N 0010446.00W -	THR 114.0 FT -	-
21	208.70°	821 x 23 M	RWY surface: Asphalt -	525523.00N 0010425.00W -	THR 95.0 FT -	-
09	088.10°	1050 x 30 M	RWY surface: Concrete and asphalt -	525514.00N 0010507.00W -	THR 127.0 FT -	-
27	268.10°	1050 x 30 M	RWY surface: Concrete and asphalt -	525515.00N 0010424.00W -	THR 90.0 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 Runway not available to fixed-wing aircraft.
-	-	-	-	-	-	RWY 21 Runway not available to fixed-wing aircraft.
-	-	-	-	-	-	RWY 09 Threshold displaced by 152 M. Runway not available to fixed-wing aircraft.
-	-	-	-	-	-	RWY 27 Threshold displaced by 60 M. Runway not available to fixed-wing aircraft.

EGBN AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	989 M	1091 M	989 M	837 M	-
27	970 M	1070 M	970 M	929 M	-
03	799 M	799 M	799 M	821 M	-
21	799 M	799 M	799 M	821 M	-

EGBN 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	-	LI Green/Red wingbars	APAPI -/3.5° -	-	-	Light intensity low	-	-	-
27	-	LI Green/Red wingbars	APAPI -/3.5° -	-	-	Light intensity low	-	-	-

EGBN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: Flashing Green 'NT'
2	LDI location and lighting Anemometer location and lighting	-
3	TWY edge and centre line lighting	CL: Green reflectors on taxiway centre-line.
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGBN AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	-
2	TLOF and/or FATO elevation	-

3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	Center Grass Triangle used for Rotary training. An area approx 100 M x 50 M cut short.

EGBN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
NOTTINGHAM ATZ A circle, 2 NM radius, centred at 525515N 0010448W on longest notified runway (09/ 27)	Upper limit: 2138 FT ALT Lower limit: SFC	G	NOTTINGHAM RADIO English	-	Tue-Sat 0900-1600 (0900-1630).	The aerodrome is situated on the edge of the East Midlands CTA. Aircraft are to contact 'East Midlands Radar' for transit directions. ATZ 2000 FT AAL.

EGBN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	NOTTINGHAM RADIO	134.880 A/G frequency	-	-	Tue-Sat 0900-1530 (0800-1600); Sun-Mon (monitored only)	-

EGBN AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGBN AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Fixed-wing operations are permanently withdrawn. Nottingham City Airport (EGBN) is restricted to helicopter operations only. Runways are not available for fixed-wing use and declared distances do not apply. All helicopter operations shall be conducted in accordance with local procedures.
b) Public Transport or Instructional flights exceeding 2730 KG are not accepted at this aerodrome.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Power cables outside the southern and eastern boundary of ATZ, max elevation 445 FT AMSL. Power cables running northeast/ southwest inside northeast sector of ATZ, max elevation 328 FT AMSL.
b) Model flying club situated approximately 1.9 NM northwest of AD at Nottingham Racecourse. Operating not above 400 FT AGL between 0930-2100 (0830-2000) all week.
c) Permanently based cranes are situated in Nottingham City, with heights up to 400 FT.

5 HELICOPTER OPERATIONS

a) Helicopters shall park on the south apron, adjacent to the Arcus Helicopters hangar.

6 USE OF RUNWAYS

a) Runways are not in use for fixed-wing aircraft. Runway lighting is retained for visual reference only for emergency service helicopters.

7 TRAINING

a) Helicopter Training permitted in grass centre triangle.

EGBN AD 2.21 NOISE ABATEMENT PROCEDURES

a) For noise abatement, join overhead or dead-side only.
b) For noise abatement, a 10 degree right turn after departure from Runway 21 is required to avoid Tollerton Hall and its surrounding properties. The rest of the 21 circuit remains the same.

EGBN AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Circuit height: 800 FT QFE. (Fixed-wing do not descend below 800 FT. Maintain 200 FT separation from airport based rotary traffic).
b) Helicopter circuit height: 600 FT QFE.

EGBN AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBN AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGBN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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-Tue 0900-1600 (0800-1515); Wed 0830-1600 (0715-1615); Thu 0815-1615 (0715-1615); Fri 1015-1600 (0720-1645); Sat 0845-1445 (0745-1615); Sun 1015-1615 (0900-1645); and by arrangement.
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	-
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	Mon-Tue 0900-1600 (0800-1515); Wed 0830-1600 (0715-1615); Thu 0815-1615 (0715-1615); Fri 1015-1600 (0720-1645); Sat 0845-1445 (0745-1615); Sun 1015-1615 (0900-1645); and by arrangement.	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-Tue 0900-1600 (0800-1515); Wed 0830-1600 (0715-1615); Thu 0815-1615 (0715-1615); Fri 1015-1600 (0720-1645); Sat 0845-1445 (0745-1615); Sun 1015-1615 (0900-1645); and by arrangement.	-

EGEO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	OBA	42Y 110.550 MHz	HO	562739.42N 0052407.73W	36 FT	On AD. DOC 25 NM/10,000 FT. Normally radiates H24.
NDB 1.12°W (2027)	OBN	404.000 kHz	HO	562738.47N 0052407.92W	-	On AD. Normally radiates H24.

EGEO AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Non radio aircraft must obtain PPR via telephone with ATS prior to flight.
b) Pilots are to contact Oban Information to request start-up clearance.
c) Except whilst in a vehicle or aircraft, high visibility clothing must be worn airside at all times.
d) All Crew/Passengers walking from H1 and H2 are required to use the designated walkway to/from the terminal.
e) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outside the notified hours of operation, must comply with the Argyll and Bute Council Out of Hours Indemnity Scheme. PPR applies to ALL out of hours flights and must be obtained within operating hours, from the aerodrome operator (Argyll and Bute Council, c/o Oban Airport) prior to flight. Details of the scheme and an

application form can be found at: http://www.obanandtheislesairports.com. Pilot information can be obtained from Oban aerodrome, Tel: 01631-572910.

2 GROUND MOVEMENT

a) Marshalling service available on request.
b) Aircrew are advised to use minimum suitable power whilst manoeuvring on the Main Apron, as the front of the terminal building and personnel can be subject to jet blast and prop wash.
c) Fuelling only in designated areas.
d) Follow directional arrows into fuel station parking (yellow hatched area) and only one aircraft at a time.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) No ground signals except light signals.
b) Out of hours helicopter activity by Air Ambulance, Police and Coastguard.
c) Grassed areas are only suitable for use by 'tail wheel' aircraft.
d) During easterly winds, aircraft may encounter wind shear and turbulence on departure and finals.

5 HELICOPTER OPERATIONS

a) All helicopters are expected to make approaches from, and depart to, the west to minimise environmental impact on airport neighbours, unless weather conditions dictate otherwise.
b) Rotors running refuel is only available by prior agreement.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

a) The use of the airport for training purposes is subject to prior arrangement with Airport Administration, Tel. 01631-572910.

EGEO AD 2.21 NOISE ABATEMENT PROCEDURES

a) Helicopters must avoid overflying the caravan site to the North of the airport.

EGEO AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Runway 01 - left hand circuit only. Runway 19 - right hand circuit only.

EGEO AD 2.23 ADDITIONAL INFORMATION

a) Any proposed new schedule service using Oban Airport shall be subject to prior visit by the pilot in command in order to gain familiarisation with the terrain in the immediate vicinity.

EGEO AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGEO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(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 -	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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EGTH 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**
(EGTH2516) 20/APPROACH 02/ TAKE-OFF	TREE	520528.29N 0001859.75W	170 FT	-	No	-
(EGTH2519) 20/APPROACH 02/ TAKE-OFF	TREE	520526.93N 0001859.26W	143 FT	-	No	-
(EGTH1516) 20/APPROACH 02/ TAKE-OFF	VEHICLE ON ROAD	520523.69N 0001857.20W	119 FT	-	No	-
(EGTH2540) 20/APPROACH 02/ TAKE-OFF	TREE	520522.46N 0001857.07W	106 FT	-	No	-
(EGTH2418) 02X/APPROACH 20X/ TAKE-OFF	TREE	520446.32N 0001928.28W	156 FT	-	No	-
(EGTH2412) 02X/APPROACH 20X/ TAKE-OFF	TREE	520446.25N 0001925.16W	150 FT	-	No	-
(EGTH2379) 02X/APPROACH 20X/ TAKE-OFF	TREE	520445.60N 0001924.31W	155 FT	-	No	-
(EGTH2419) 02X/APPROACH 20X/ TAKE-OFF	TREE	520445.49N 0001929.87W	158 FT	-	No	-
(EGTH2381) 02X/APPROACH 20X/ TAKE-OFF	TREE	520444.79N 0001925.55W	160 FT	-	No	-
(EGTH2400) 02X/APPROACH 20X/ TAKE-OFF	TREE	520444.60N 0001930.80W	179 FT	-	No	-
(EGTH2010) 02X/APPROACH 20X/ TAKE-OFF	TREE	520444.53N 0001920.68W	207 FT	-	No	-
(EGTH2393) 02X/APPROACH 20X/ TAKE-OFF	TREE	520444.24N 0001930.11W	174 FT	-	No	-
(EGTH2336) 02X/APPROACH 20X/ TAKE-OFF	TREE	520444.10N 0001921.54W	202 FT	-	No	-
(EGTH2395) 02X/APPROACH 20X/ TAKE-OFF	TREE	520443.94N 0001931.01W	174 FT	-	No	-
(EGTH2399) 02X/APPROACH 20X/ TAKE-OFF	TREE	520443.44N 0001932.22W	198 FT	-	No	-
(EGTH2397) 02X/APPROACH 20X/ TAKE-OFF	TREE	520443.01N 0001932.22W	197 FT	-	No	-
(EGTH2392) 02X/APPROACH 20X/ TAKE-OFF	TREE	520442.74N 0001931.45W	191 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**
(EGTH2548)	TREE	520513.15N 0001901.60W	144 FT	-	No	-
(EGTH2498)	TREE	520508.45N 0001917.80W	191 FT	-	No	-
(EGTH2307)	TREE	520451.08N 0002011.75W	350 FT	-	No	-

EGTH 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	-
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.)	-

EGTH 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	025.06°	799 x 21 M	RWY surface: Grass -	520456.65N 0001918.62W 153.0 FT	THR 126.7 FT -	RWY 02 1.0% down RWY 20 1.0% up
20	205.07°	799 x 21 M	RWY surface: Grass -	520520.07N 0001900.84W 153.0 FT	THR 101.1 FT -	RWY 02 1.0% down RWY 20 1.0% up
02X	025.06°	1000 x 21 M	RWY surface: Grass -	520450.76N 0001923.09W 153.0 FT	THR 129.2 FT -	-
20X	205.07°	1000 x 21 M	RWY surface: Grass -	520520.07N 0001900.84W 153.0 FT	THR 101.1 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
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-
-	-	-	-	-	-	-

EGTH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02X	1000 M	1000 M	1068 M	1068 M	-
20X	1087 M	1087 M	1087 M	1000 M	TORA, TODA, and ASDA include a starter extension of 87 M.
02	799 M	799 M	799 M	799 M	Runway 02 has a downslope, the effective landing distance is reduced.
20	799 M	799 M	799 M	799 M	-

EGTH AD 2.14 APPROACH AND RUNWAY LIGHTING

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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**
PERMIT 112501	CRANE	514938.65N 0011836.26W	393 FT	165 FT	Yes Red	Mobile construction crane at Oxford Technology Park, Langford Lane. Not present all the time. Operating within radius 150 M from position. End estimated February 2027.
(EGTK10874)	TREE	514916.70N 0012028.49W	448 FT	97 FT	No	-
(EGTK13875)	MAST	514726.32N 0011044.77W	993 FT	554 FT	Yes Red	-
(EGTK3444)	MAST	514507.52N 0011111.62W	699 FT	144 FT	No	-
(EGTK13878)	MAST	514325.24N 0011806.95W	715 FT	179 FT	No	-
(EGTK13879)	MAST	514323.38N 0011802.05W	664 FT	133 FT	No	-
(EGTK13877)	MAST	514322.75N 0011805.79W	678 FT	143 FT	No	-

EGTK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	Form 214/215/415, TAF/METAR AIRMET, internet access, consultation.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	OXFORD
10	Additional information (limitation of service, etc.)	Routine observations made at H+20 and H+50 during ATS hours. IRVR 19 Threshold only.

EGTK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
01	010.68°	1526 x 30 M	RWY surface: Asphalt, Grooved PCR 437/F/C/W/U	514952.10N 0011918.22W 156.5 FT	THR 248.9 FT TDZ 256.9 FT	-
19	190.68°	1526 x 30 M	RWY surface: Asphalt, Grooved PCR 437/F/C/W/U	515034.05N 0011905.45W 156.5 FT	THR 258.3 FT TDZ 263.5 FT	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	150 x 150 M	1439 x 300 M	90 x 60 M -	-	-	RWY 01 Threshold displaced by 143 M.
-	175 x 150 M	1439 x 300 M	147 x 60 M -	-	-	RWY 19 Threshold displaced by 64 M.

EGTK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	1442 M	1592 M	1442 M	1319 M	-
19	1383 M	1558 M	1383 M	1319 M	-
19	1000 M	1174 M	1000 M	-	Take-off from intersection with Hold C1.

EGTK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	Omni-directional variable intensity RTIL either side of threshold. -	Green Light intensity high With elev green wingbars	PAPI Left/3° 29 FT 140 M	-	-	Bi-directional White 60 M spacing Light intensity high	HI Red	-	EDGE: Final 380 M amber.
19	Omni-directional variable intensity RTIL either side of threshold. Coded centre-line with three crossbars. 454 M Light intensity high	Green Light intensity high With elev green wingbars	PAPI Left/3° 41 FT 245 M	-	-	Bi-directional White 60 M spacing Light intensity high	HI Red	-	EDGE: Final 380 M amber.

EGTK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 01 - 515000.55N 0011921.78W (LGTD), Runway 19 - 515026.71N 0011913.83W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lighting on Taxiways A, B, C and D.
4	Secondary power supply/switch-over time	Yes/15 seconds.
5	Remarks	Apron flood lighting available on Main Apron and South Apron. Low light levels in Maintenance Areas.

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) A Grass Compass base. Located to the North East of Heli Hold Point N.
d) Passenger embarkation or disembarkation with engines running is prohibited.
e) High visibility clothing must be worn on all aprons, except for escorted passengers.
f) 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.

AERODROME CHART - ICAO

ARP 515013N 0011912W

AD ELEV 263FT

OXFORD
EGTK

COM		
ATIS	136.230	OXFORD ATIS
TWR	133.430	OXFORD TOWER
	121.955 (GMC)*	OXFORD GROUND * Only open when notified by ATIS or when directed by ATC.
	121.605	OXFORD FIRE

LIGHTING	
APCH 01/19	Variable intensity omni-d RTIL Strobes either side of landing THR.
THR 01 THR 19	HI green with HI green Elev W bars. HI green with HI green Elev W bars.
RWY 01 RWY 19	HI bi-d edge lights. HI end lights Red. HI bi-d edge lights. HI end lights Red.
TWY	Blue Edge on TWY A, B, C and D.

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	347 (84)

VAR 0.9°E - 2027
N
Annual Rate of Change 0.18°E

Mobile Obstacle Vehicles **272**

Rwy **19** Thr Elev **258**
515034.05N 0011905.45W
(GUND Elevation 157)

RTILS

19 190°M

Twy B

296 (33) ILS GP

Compass Base

Anemometer

PAPI (3.0°) MEHT 41

Disused

Twy D

D

B1

B2

C1

C2

C3

B3

Twy C

Heli Hold Point (Y)

Airbus Hangar

Hot Spot
HS1
CAUTION: Helicopter Link (grass) between TWY C & Helipads on sloping ground (max 10°).
For helicopter use only.

HS1

Light Aircraft run-up

275 (12)

Heli Hold Point (Z)

Helicopter Link

Highest Elev in TDZ **263**
515021.00N 0011909.42W

291 (28)

347 (84)

Radar

OXFORD
I-OXF
108.35
(Ch 20Y)
515013.84N 0011918.58W
283'

1526m x 30m

Twy B

Disused

Helicopter Area 1

Heli Hold Point (W)

Heli Hold Point (N)

Heli Hold Point (E)

6ft Fence

Highest Elev in TDZ **257**
515002.04N 0011915.19W

Maintenance Area 4

B4

310 (47)

311 (48)

301 (38)

287 (24)

Anemometer

294 (31)

Twy F (Rwy Exit)

F2

Main Apron

M

Disused

OX 367.5
515000.28N 0011924.45W

PAPI (3.0°) MEHT 29

Control Tower

A4

Twy T Link

Maintenance Area 3

K

AVGAS

Grass Parking

A3

Maintenance Area 2

Vehicle Hold G

01 010°M

Twy P Link

J

South Apron

275 (12)

RTILS

Heli Hold Point (S)

Maintenance Area 1

A2

A1

Twy A

Rwy **01** Thr Elev **249**
514952.10N 0011918.22W
(GUND Elevation 156)

258

I-OXF 108.35°
514945.19N 0011920.29W

Mobile Obstacles Vehicles **261**

100 0 100 200 300 m
500 0 500 1000 ft

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCR**
RWY 01/19	Grooved Asphalt	437/F/C/W/U
TWY A	Asphalt	437/F/C/W/U
TWY B	Asphalt	369/F/A/X/U
TWY C	Asphalt	-
TWY D	Asphalt	-
TWY F, P & T	Grass	-
Aprons (All)	*See AD text page EGTK AD 2.8*	

CHANGE (13/26): COMPASS BASE ADDED. APRON PCR REFERENCE.

AERO INFO DATE 30 SEP 26

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 515013N 0011912W AD ELEV 263FT

OXFORD
EGTK

COM		
ATIS	136.230	OXFORD ATIS
TWR	133.430	OXFORD TOWER
	121.955 (GMC)*	OXFORD GROUND *Only open when notified by ATIS or when directed by ATC.
	121.605	OXFORD FIRE
LIGHTING		
TWY	Blue Edge on TWY A, B, C & D.	



STAND	COORDINATE
1	514954.78N 0011859.58W
3	514955.18N 0011859.89W
4	514954.92N 0011901.24W
5	514955.58N 0011900.21W
6	514955.33N 0011901.57W
7	514955.98N 0011900.53W
8	514955.73N 0011901.89W
9	514956.38N 0011900.85W
10	514956.14N 0011902.21W
11	514956.82N 0011901.16W
12	514956.61N 0011902.56W
13	514957.28N 0011901.35W
14	514957.13N 0011902.73W
15	514957.75N 0011901.47W
16	514957.63N 0011902.85W
17	514958.21N 0011901.52W
18	514958.12N 0011902.92W
19	514958.67N 0011901.53W
20	514958.60N 0011902.94W
25	515003.51N 0011859.73W
HELI 1	514951.21N 0011857.17W
HELI 2	514952.24N 0011857.94W
HELI 3	514953.23N 0011858.70W
HELI 4	515004.19N 0011901.04W
HELI 5	515004.96N 0011859.64W
HELI 6	515005.35N 0011854.19W
HELI 7	515006.35N 0011853.47W

CHANGE (13/26): PCR TABLE REMOVED.

AERO INFO DATE 30 SEP 26

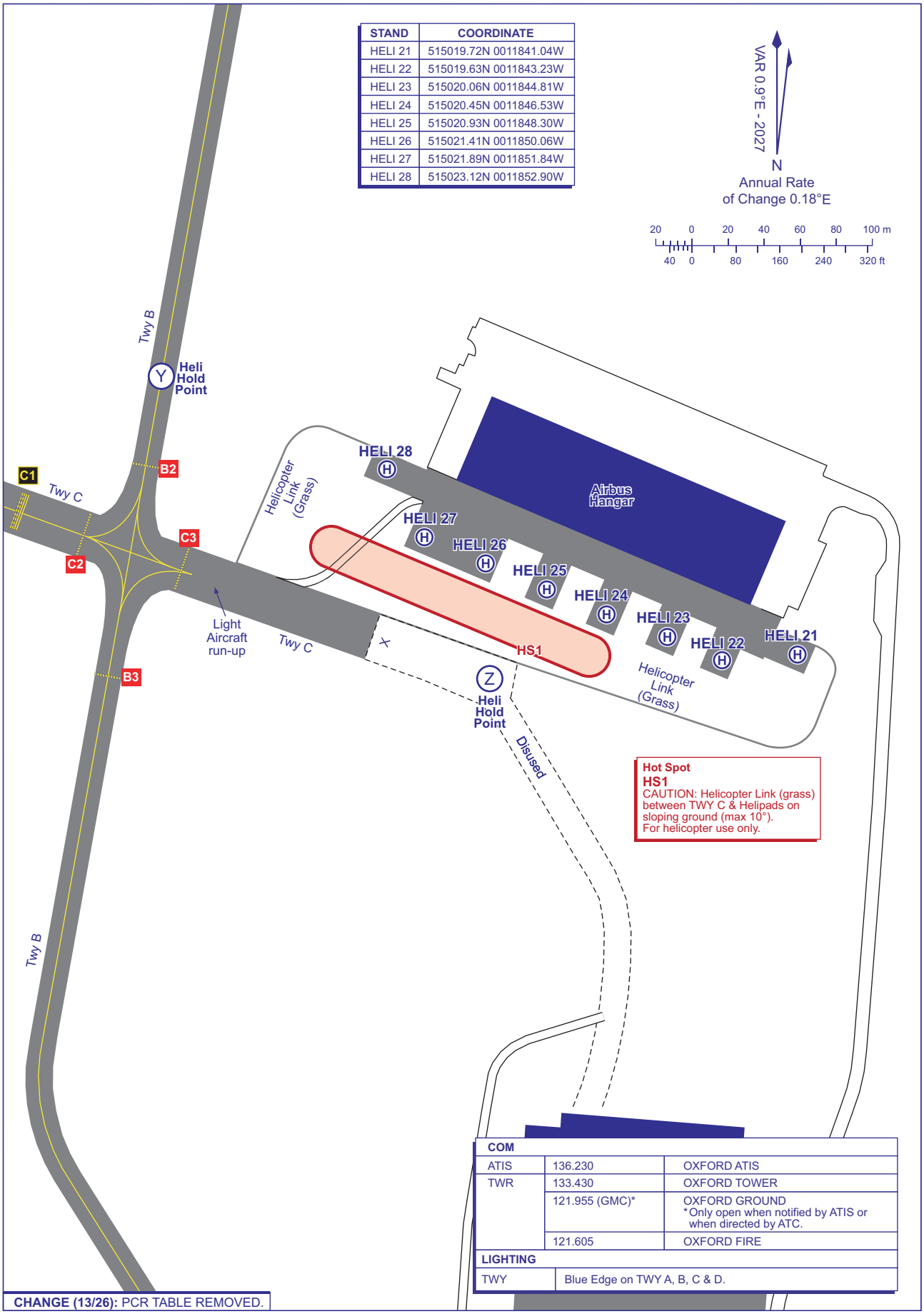
AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 515013N 0011912W

AD ELEV 263FT

OXFORD
EGTK

STAND	COORDINATE
HELI 21	515019.72N 0011841.04W
HELI 22	515019.63N 0011843.23W
HELI 23	515020.06N 0011844.81W
HELI 24	515020.45N 0011846.53W
HELI 25	515020.93N 0011848.30W
HELI 26	515021.41N 0011850.06W
HELI 27	515021.89N 0011851.84W
HELI 28	515023.12N 0011852.90W



COM		
ATIS	136.230	OXFORD ATIS
TWR	133.430	OXFORD TOWER
	121.955 (GMC)*	OXFORD GROUND *Only open when notified by ATIS or when directed by ATC.
	121.605	OXFORD FIRE
LIGHTING		
TWY	Blue Edge on TWY A, B, C & D.	

CHANGE (13/26): PCR TABLE REMOVED.

AERO INFO DATE 30 SEP 26

AD 2-EGTK-2-3

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EGEP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
03	028.20°	527 x 18 M	RWY surface: Graded Hardcore	592056.18N 0025408.70W -	THR 86.2 FT -	-
21	208.20°	527 x 18 M	RWY surface: Graded Hardcore	592110.35N 0025353.82W -	THR 89.0 FT -	-
06	058.16°	293 x 18 M	RWY surface: Grass/Graded Hardcore	592104.73N 0025406.71W -	THR 78.5 FT -	-
24	238.16°	293 x 18 M	RWY surface: Grass/Graded Hardcore	592109.03N 0025353.15W -	THR 89.2 FT -	-
17	170.37°	406 x 30 M	RWY surface: Grass -	592111.51N 0025403.03W -	THR 77.9 FT -	-
35	350.37°	406 x 30 M	RWY surface: Grass -	592101.16N 0025359.59W -	THR 92.0 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 Starter extension of 30 M.
-	-	-	-	-	-	RWY 06
-	-	-	-	-	-	RWY 24 Starter extension of 31 M.
-	-	-	-	-	-	RWY 17 Starter extension of 42 M.
-	-	-	-	-	-	RWY 35 Starter extension of 27 M.

EGEP AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	497 M	497 M	497 M	497 M	-
21	527 M	527 M	527 M	497 M	TORA, TODA, and ASDA include a 30 M starter extension.
17	367 M	367 M	367 M	325 M	TORA, TODA and ASDA include a 42 M starter extension.
35	352 M	352 M	352 M	325 M	TORA, TODA and ASDA include a 27 M starter extension.
06	252 M	252 M	252 M	252 M	-
24	283 M	283 M	283 M	252 M	TORA, TODA and ASDA include a 31 M starter extension.

EGEP 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	-	-	-	Omni-directional White Light intensity low	Red Light intensity low	-	-
21	-	Green Light intensity low	-	-	-	Omni-directional White Light intensity low	Red Light intensity low	-	-
17	-	Green Light intensity low	-	-	-	Omni-directional White Light intensity low	Red Light intensity low	-	-
35	-	Green Light intensity low	-	-	-	Omni-directional White Light intensity low	Red Light intensity low	-	-

EGEP 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: 592105.34N 0025353.37W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGEP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 592104.98N 0025356.35W, -
2	TLOF and/or FATO elevation	TLOF: 89.2 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: Letter H
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGEP AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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EGEP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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EGEP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGEP AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All GA aircraft must park only on the clearly designated grass GA APRON. GA aircraft must not park on the main tarmac apron.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.
b) **Runway 03/21:** Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) While arriving or departing from Runway 03 for approximately 90 M, the 21 threshold is not visible and when arriving or departing Runway 21 for approximately 350 M the 03 threshold is not visible.

7 TRAINING

Not applicable

EGEP AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGEP AD 2.22 FLIGHT PROCEDURES

a) RTF contact with Kirkwall (EGPA) recommended.

EGEP AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGEP AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGEP 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**
(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	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	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	Refer to item AD 2.20, paragraph 5. A helicopter aiming point is marked on Runway 12/30 between Links Mike and November. Runway thresholds may also be used, at the discretion of ATC.

EGPK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
PRESTWICK CTR 553734N 0044227W - 552838N 0041639W thence clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to 552150N 0042400W - 553044N 0044945W thence clockwise by the arc of a circle radius 8 NM centred on 553034N 0043540W to 553734N 0044227W	Upper limit: 5500 FT ALT Lower limit: SFC	D	PRESTWICK APPROACH English	6000 FT	-	-
PRESTWICK ATZ A circle, 2.5 NM radius, centred at 553034N 0043540W on longest notified runway (12/30)	Upper limit: 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.

EGKR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	Taxiway marking aid(s): Painted centre-line and hold markings on Taxiways A, B, C, D, E, F and H. Taxiway light(s): Runway Guard Lights at Holding Points A1 and B1.
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	WDIs (LTGD): 511253.19N 0000821.42W; 511308.23N 0000822.55W.

EGKR 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**
(EGKR5823) 18/APPROACH 36/ TAKE-OFF	TREE	511408.44N 0000824.50W	519 FT	-	No	-
(EGKR5828) 18/APPROACH 36/ TAKE-OFF	TREE	511407.54N 0000819.68W	538 FT	-	No	-
(EGKR1134) 18/APPROACH 36/ TAKE-OFF	TREE	511354.78N 0000821.39W	459 FT	-	No	-
(EGKR5754) 18/APPROACH 36/ TAKE-OFF	TREE	511320.28N 0000820.39W	275 FT	-	No	-
(EGKR1373) 36/APPROACH 18/ TAKE-OFF	TREE	511252.90N 0000735.05W	266 FT	-	No	-
(EGKR6121) 36/APPROACH 18/ TAKE-OFF	TREE	511236.10N 0000828.99W	217 FT	-	No	-
(EGKR6098) 36/APPROACH 18/ TAKE-OFF	TREE	511235.56N 0000825.27W	233 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**
-	TV Mast	511517.02N 0001204.10W	1014 FT	-	Yes	-

EGKR 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	-
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing/Telephone.
6	Flight documentation Language(s) used	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.)	Automatic MET observations are available on ATIS (125.305 MHz), by telephone on +44 (0)1737-822947 or via http://redhillaerodrome.com/weather-information. Outside ATC hours the information is unverified.

EGKR 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
07L	074.43°	683 x 23 M	RWY surface: Grass -	511248.83N 0000835.69W -	THR 211.3 FT -	-
25R	254.44°	683 x 23 M	RWY surface: Grass -	511254.76N 0000801.79W -	THR 198.7 FT -	-
07R	074.61°	897 x 30 M	RWY surface: Grass -	511245.06N 0000841.49W -	THR 221.6 FT -	-
25L	254.62°	897 x 30 M	RWY surface: Grass -	511252.76N 0000756.95W -	THR 197.2 FT -	-
18	181.02°	851 x 25 M	RWY surface: Grass -	511303.36N 0000826.40W -	THR 206.4 FT -	-
36	001.02°	851 x 25 M	RWY surface: Grass -	511240.72N 0000827.04W -	THR 199.9 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 07L
-	-	-	-	-	-	RWY 25R
-	-	-	-	-	-	RWY 07R
-	-	-	-	-	-	RWY 25L
-	-	-	-	-	-	RWY 18 Threshold displaced by 151 M. Pilots are warned that it is dangerous to attempt to land short of the marked displaced threshold.
-	-	-	-	-	-	RWY 36

EGKR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07R	897 M	897 M	897 M	897 M	-
25L	897 M	897 M	897 M	897 M	-
18	851 M	851 M	851 M	699 M	-
36	851 M	851 M	851 M	851 M	-
07L	683 M	683 M	683 M	683 M	-
25R	683 M	683 M	683 M	683 M	-

EGKR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07R	-	Light intensity high Green wingbars.	APAPI Left/ 4.25° 20 FT	-	-	Elev bi-directional with omni-directional component 897 M 59 M spacing. White Light intensity high	Red Light intensity high	-	Approach: Pilot Activated Lighting available.
25L	Centre-line Simple Bar, with one cross bar at 265 M and one light prior to cross bar. 318 M Light intensity high	Light intensity high Green wingbars.	PAPI Left/3.5° 20 FT	-	-	Elev bi-directional with omni-directional component 897 M 59 M spacing. White Light intensity high	Red Light intensity high	-	Approach: Pilot Activated Lighting available.
H07	-	-	-	-	-	HI Fixed flush edge lights.	-	-	-
H25	-	-	-	-	-	HI Fixed flush edge lights.	-	-	-

EGKR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 511301N 0000837W Flashing White/Green HN
2	LDI location and lighting Anemometer location and lighting	Anemometer: Adjacent to Hold E2. Lit H24.
3	TWY edge and centre line lighting	EDGE: Taxiway A, E and H Blue edge lights.
4	Secondary power supply/switch-over time	Generator/5 seconds.
5	Remarks	-

EGKR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	FATO H07/H25: DIR H07: 511245.20N 0000824.82W 149.0 FT FATO H07/H25: DIR H25: 511246.69N 0000816.19W 149.0 FT FATO H18/H36: DIR H18: 511247.71N 0000845.10W 149.0 FT FATO H18/H36: DIR H36: 511242.50N 0000844.57W 149.0 FT
2	TLOF and/or FATO elevation	FATO H07/H25: DIR H07: 202.0 FT FATO H07/H25: DIR H25: 204.0 FT FATO H18/H36: DIR H18: 224.0 FT FATO H18/H36: DIR H36: 219.0 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO H07/H25: 170 M x 20 M FATO surface: Grass - flush concrete markings FATO H18/H36: 160 M x 20 M

		FATO surface: Grass - flush concrete markings
4	True BRG of FATO	FATO H07/H25: DIR H07: 074.63° FATO H07/H25: DIR H25: 254.63° FATO H18/H36: DIR H18: 176.34° FATO H18/H36: DIR H36: 356.34°
5	Declared distance available	-
6	APP and FATO lighting	FATO H07/H25: DIR H07: Lighting: Edge HI Fixed flush edge lights. FATO H07/H25: DIR H25: Lighting: Edge HI Fixed flush edge lights. FATO H18/H36: DIR H18: Lighting: Other location Portable LED lights available.
7	RMK	H07/H25: Pilot Activated Lighting available.

EGKR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
REDHILL ATZ 511134N 0001048W thence clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W	Upper limit: 2222 FT ALT Lower limit: SFC	D G	REDHILL TOWER English	6000 FT	0845-1715 (0745-1815).	In the event of being unable to establish 2-way communications with Redhill Tower on 119.605 MHz, pilots wishing to transit the ATZ should contact Gatwick Director on 126.825 MHz. Partly within the London Gatwick CTR and CTA and also partly below Controlled Airspace. Special procedures apply in the Redhill Local Flying Area. ATZ 2000 FT AAL.

EGKR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	REDHILL TOWER	119.605 DOC 25 NM/4000 FT.	-	-	0845-1715 (0745-1815).	Outside these times, aircraft requiring to transit the ATZ contact Gatwick Director on 126.825 MHz.
ATIS	REDHILL INFORMATION	125.305 DOC 20 NM/3000 FT.	-	-	H24	Automated observations outside ATC hours.

EGKR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGKR AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) The Aerodrome is not available to flex-wing microlight aircraft.
b) Aerodrome not available to aircraft unable to communicate by radio.
c) All pilots and persons operating on the manoeuvring area are required to wear high visibility clothing at all times. Pilots or operations staff wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft.
d) Use of the Aerodrome outside ATC hours is restricted to operators who have obtained prior approval from the Aerodrome Manager or SATCO. Specific procedures apply, details will be provided when approval is given.
e) Use of Aerodrome by aircraft not equipped with a serviceable transponder is subject to prior approval from the Aerodrome Licensee.
f) Details of arrival, departure and circuit patterns are available via www.redhillaerodrome.com.

2 GROUND MOVEMENT

a) Fixed-wing aircraft operations are confined to the marked runways and taxiways and to the grass areas north of Runway 07R/25L. Unmarked taxiways should not be used without ATC permission.
b) Pilots of fixed-wing aircraft must exercise caution when taxiing on the grass, especially west of Runway 18/36 where the surface is uneven in places.
c) Hangar Apron - a dashed yellow advisory centre-line is marked to assist pilots in avoiding obstacles located adjacent to the apron. This centre-line is based on aircraft with a wing span of up to but not including 11 M. A red safety line is marked on the eastern edge of the paced apron, aircraft must be parked behind this line. Pilots unsure about their wing tip clearance should either obtain the services of a competent "wing-walker" or request assistance from the ARFFS via ATC.
d) Traffic lights control non-radio vehicles between holds H2 and E1. Radio equipped vehicles may be instructed by ATC to proceed past a red signal. These traffic lights do not apply to taxiing aircraft.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The aerodrome is subject to waterlogging.
b) The surface slopes up 10 FT from the centre to the West boundary.
c) Intensive helicopter operations (Caution wake turbulence): Care must be taken by fixed-wing pilots on approach and departure from all runways not to drift into the helicopter circuit area. Do not vacate any runway until instructed to by ATC.
d) Air Taxiing helicopters direct a forceful blast of air downwards which rolls out in all directions. Also, when a helicopter's weight is transferred from the landing gear to the rotor a strong downwash is created. Fixed-wing aircraft should not be parked close to helicopter aprons.
e) Helicopters may not comply with standard RTF procedures.
f) When Runway 18/36 is in use it is not possible to provide separation between the runway and air-taxiing helicopters. Consequently, delays may occur to both helicopters and fixed-wing aircraft.
g) Operations by Police, Air Ambulance and commercial helicopters take place H24.
h) Ridge running east - west 545 FT AMSL 1.3 NM north of the aerodrome.
i) Caution: Model aircraft flying (North Downs Flyers) approximately 1.3 NM from the threshold of Runway 18 310 M west of centre-line up to 400 FT AGL/790 FT AMSL.
j) Caution: Model aircraft flying (Esher & District Model Flying Club) approximately 2 NM from the threshold of Runway 07R 170 M south of centre-line up to 400 FT AGL/575 FT AMSL.

5 HELICOPTER OPERATIONS

a) Two grass heli-strips (H07/H25 and H18/H36) are marked on the Aerodrome with standard ICAO markings and are available for helicopters up to and including 13 M overall length. Larger helicopters will operate from the marked hover squares or the fixed-wing runways.
b) The helicopter operating areas (heli-strips, confined areas and sloping ground) are separated from the fixed-wing runways and procedures are in place that permit independent and simultaneous helicopter/fixed-wing operations. Special procedures apply to A139 helicopters or larger. Helicopters will only be parked on marked grass or concrete pads. Non based helicopters will be directed by ATC to an appropriate pad.
c) Night Operations

    i. Helicopters are not permitted to arrive and depart via unlit areas of the Aerodrome unless operators have procedures, agreed with the Aerodrome Licensee, published in their Operations Manual.
    ii. At night helicopters will operate to/from H07/H25 (equipped with flush green edge lights) or Runway 07R/25L.
    iii. Additionally a lighted concrete helipad, equipped with green FATO LED edge lights, blue LED taxi area lights and red LED stop line lights, is available adjacent to the Air Ambulance Kent Surrey Sussex (AAKSS) hangar. Use of this pad is PPR through AAKSS Ops.

d) Helicopters operating in the visual circuit must remain east of the Redhill-Brighton Railway Line.

6 USE OF RUNWAYS

a) Runway 07R/25L is the preferential runway.
b) Runway 07L/25R is primarily used as a taxiway, it is only available as a runway when Runway 07R/25L is NOTAM out of service.
c) The aerodrome is equipped with Pilot Activated Lighting, pre-set to 10% intensity. Details from Aerodrome Licensee.
d) An unlicensed paved runway 06/24 is available for use by fixed-wing aircraft when the licensed grass runways are unserviceable. Helicopters equipped with wheeled undercarriage may be directed to use this facility when the grass areas are soft. Details on this runway are available on the aerodrome website www.redhillaerodrome.com
e) Runway 18/36 is not available to aircraft that are not equipped with a serviceable transponder.

7 TRAINING

a) Training is restricted to based operators and approved helicopter operations.

EGKR AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are to operate their aircraft in a manner that will minimise the disturbance caused to local residents.
b) Aerobatic manoeuvres are prohibited within the Redhill ATZ.
c) Runway 07R/25L is the preferential runway.
d) Fixed-wing aircraft departing Runway 07L/R must climb straight ahead, tracking the extended centre-line, until passed Henhaw Farm before turning on track.
e) Fixed-wing aircraft departing Runway 25L/R must climb straight ahead, tracking the extended centre-line, until reaching the centre of Benting Wood before turning on track.
f) Multi-engine fixed-wing aircraft may only use Runway 18/36 when the surface wind precludes the safe use of Runway 07R/25L.
g) Circuit training by multi-engine fixed-wing aircraft is not permitted on Runway 18/36.
h) Circuit training by multi-engine fixed-wing aircraft is not permitted on a Sunday.
i) Helicopter night flying training within the ATZ is not permitted Mon-Fri after 2359 (2300).
j) Helicopter night flying training within the ATZ is prohibited on Saturday and Sunday.
k) During ATC hours all ground running of helicopters for maintenance purposes is subject to ATC approval. Except for Police and Air Ambulance helicopters ground runs may not take place prior to 0800 (0700) hours or after 2100 (2000) hours.
l) Except for Police, Air Ambulance and based news gathering helicopters flights are not normally permitted during 0001-0700 (2301-0600) Mon-Sat or during the periods of 0001-0800 (2301-0700) and 2200-2359 (2100-2300) on a Sunday.
m) Helicopters departing from the Runway 18 displaced threshold markings to the north are to use their best angle of climb speed.
n) Except for Category A or B flights (MATS Part 1 Section 1 Chapter 4) helicopter departures or arrivals below the circuit altitude are not permitted.
o) Helicopter departures or arrivals via the Runway 18 displaced threshold markings are not permitted if the tail wind component exceeds 10 KTS.

EGKR AD 2.22 FLIGHT PROCEDURES

1 GENERAL

a) All procedures are based on Redhill QNH. ATC will provide QFE when requested by pilots.
b) Variable circuits, no dead-side, helicopters will fly a circuit pattern opposite to that used by fixed-wing aircraft. Circuit height: Fixed-wing and Helicopters 1200 FT QNH.
c) All inbound aircraft must establish contact with Redhill ATC at least 5 minutes prior to their ETA.
d) Runway 18 departing fixed-wing aircraft must commence their left turn within 0.5 NM of crossing Taxiway C/D and track 070°(M) on the crosswind leg.
e) Runway 36 fixed-wing aircraft must turn right base at Burstow Park Farm and track 250°(M) to turn onto final approach at a range not greater than 0.5 NM of the threshold. Report FINAL on crossing the M23 motorway.

2 VFR ARRIVAL AND DEPARTURE PROCEDURES

a) ATC will require all VFR/SVFR aircraft to enter and leave the ATZ by routeing via one of the VRPs (listed in paragraph 4) as follows:

i. Fixed-wing aircraft:

1. Join at 1400 FT QNH. If required to join overhead - enter the ATZ on the runway QDM remaining within the fixed-wing circuit area. When instructed, descend to circuit height and join the visual circuit pattern. Note: overhead join is not available when Runway 36 is in use or on other runways when operating SVFR.
2. Departures are to fly not above 1400 FT QNH until passed the appropriate VRP.

ii. Helicopters:

1. Join at 1200 FT QNH and enter the circuit pattern via the appropriate VRP or outside the Gatwick CTA.

Note: *When Runway 18/36 is in operation helicopters joining from the east may be instructed to route from Godstone Railway Station to the eastern aerodrome boundary at 700 FT QNH.*

2. Departures are fly between 700 FT and 1200 FT QNH until passed the appropriate VRP or until outside the Gatwick CTA.

3 REDHILL LOCAL FLYING AREA (LFA) AND PROCEDURES

a) The southern half of Redhill aerodrome lies within the Gatwick CTR and the northern half lies beneath the Gatwick CTA. During the hours of watch of Redhill ATC, subject to the restrictions listed in paragraph (b), VFR and SVFR flights without reference to Gatwick ATC may be made within a LFA which is bounded by the following positions:

511405N 0001047W - 511437N 0000656W thence south by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W - 511248N 0001240W - 511258N 0001129W thence north by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511405N 0001047W.

b) The following restrictions apply within that part of the Redhill LFA that lies within the Gatwick CTR (Area A) (i.e. south of a line joining positions 511258N 0001129W - 511234N 0000510W):

i. Aircraft are to remain clear of cloud and with the surface in sight;
ii. Maximum altitude — 1400 FT QNH;
iii. VFR weather minima: Fixed-wing minimum meteorological visibility 5000 M, helicopter minimum meteorological visibility 1500 M.
iv. SVFR weather minima: Fixed-wing minimum meteorological visibility 3000 M and/or cloud ceiling (BKN) 700 FT. Helicopter minimum meteorological visibility 1500 M and/or cloud ceiling (BKN) 700 FT.
v. Limits of circuit:

- Middle of Benting Wood to the west;
- Redhill — Bletchingley Road (A25) to the north;
- Outwood — Bletchingley road to the east;
- Picketts and Brownslade farms to the south.

c) Within that part of the Redhill Local Flying Area that lies outside the Gatwick CTR (Area B) the maximum altitude is 1400 FT QNH.
d) Aircraft joining or leaving Redhill Local Flying Area must do so at a point north of the Gatwick CTR. Joining procedures and Visual Reference Points are as detailed.
e) The LFA is depicted at AD 2-EGKR-4-1.
f) Refer to Section ENR 1.4 for Notifications.

Note 1: *Aircraft that are in communication with Gatwick ATC and intend either to land or overfly adjacent to Redhill aerodrome must not assume that clearance has been issued to penetrate the Redhill LFA. Pilots must obtain prior permission from Redhill by RTF. Gatwick ATC will, whenever possible, permit an aircraft to leave the frequency temporarily to obtain such clearance.*

Note 2: *Aircraft following the Redhill - Tonbridge railway line, London - Brighton railway line and the M23 Motorway are reminded that these routes traverse the Redhill LFA.*

4 SPECIAL VFR (SVFR) OPERATIONS

a) When the weather conditions reported at Redhill do not allow VFR operations, SVFR flights will be permitted (subject to a clearance from Redhill ATC) within the ATZ/LFA. The minimum weather limits for SVFR flights at Redhill are:

i. Helicopters - meteorological visibility 1500 M and/or cloud ceiling 700 FT;
ii. Fixed-wing - meteorological visibility 3000 M and/or cloud ceiling 700 FT.

b) Radar separation will not be provided by London Terminal Control between aircraft operating within or outside the Redhill ATZ/LFA however, traffic information may be passed to those aircraft operating outside the Redhill ATZ/LFA on those observed to be operating within the Redhill ATZ/LFA.

5 VISUAL REFERENCE POINTS (VRP)

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

EGKR AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGKR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGKR-2-1
LOCAL FLYING AREA
AD 2.EGKR-4-1

EGKR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGNE 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**
-	TREE	531717.57N 0005441.60W	256 FT	-	No	-
-	TREE	531714.47N 0005439.88W	269 FT	-	No	-
-	TREE	531710.77N 0005441.14W	259 FT	-	No	-
-	TREE	531708.35N 0005443.43W	253 FT	-	No	-
-	TREE	531708.16N 0005442.05W	252 FT	-	No	-
-	TREE	531706.88N 0005443.49W	251 FT	-	No	-
-	TREE	531704.42N 0005443.82W	259 FT	-	No	-
-	TREE	531701.05N 0005442.75W	258 FT	-	No	-
-	TREE	531653.95N 0005448.29W	264 FT	-	No	-
-	TREE	531652.55N 0005449.59W	262 FT	-	No	-
-	TREE	531650.22N 0005449.37W	258 FT	-	No	-

EGNE 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.
6	Flight documentation Language(s) used	-
7	Charts and other information available for briefing or consultation	-
8	Supplementary equipment available for providing information	Live webcam available on retfordairport.co.uk.
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Unofficial observations made during AD hours.

EGNE 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	024.98°	1199 x 23 M	RWY surface: Asphalt -	531637.59N 0005714.25W 157.0 FT	THR 84.3 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
20	204.98°	1199 x 23 M	RWY surface: Asphalt -	531712.75N 0005646.92W 157.0 FT	THR 71.1 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
-	-	- x 40 M	90 x - M 240 x - M	-	-	-
-	-	- x 40 M	240 x - M 90 x - M	-	-	-

EGNE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02	1199 M	1199 M	1199 M	1199 M	-
20	1199 M	1199 M	1199 M	1199 M	-

EGNE 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 LED inset	APAPI Right/ 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.

EGES 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: 591509.55N 0023428.89W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGES AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 591508.00N 0023429.00W, -
2	TLOF and/or FATO elevation	TLOF: 53.0 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: Letter H
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGES AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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EGES AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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EGES AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGES AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All GA aircraft must park only on the clearly designated grass GA APRON. GA aircraft must not park on the main tarmac apron.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.
b) **Runway 02/20:** Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGES AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGES AD 2.22 FLIGHT PROCEDURES

a) RTF contact with Kirkwall (EGPA) recommended.

EGES AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGES AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGES AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGHE AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHE1120) 27/APPROACH	TREE	495450.31N 0061714.08W	122 FT	49 FT	No	-
(EGHE1112) 32/APPROACH	NATURAL_HIGHPOINT	495438.68N 0061718.42W	84 FT	-	No	-

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**
(EGHE1025)	MAST	495556.79N 0061819.25W	399 FT	283 FT	Yes Solid Red	-
(EGHE1026)	MAST	495545.32N 0061813.31W	272 FT	110 FT	No	-

EGHE 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 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	-
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	-

EGHE 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	087.10°	522 x 18 M	RWY surface: Asphalt -	495447.80N 0061743.44W 175.5 FT	THR 102.5 FT TDZ 120.4 FT	RWY 09 -1:520 Down RWY 27 1:520 Up
27	267.10°	522 x 18 M	RWY surface: Asphalt -	495448.62N 0061718.36W 175.4 FT	THR 104.6 FT TDZ 120.4 FT	RWY 09 -1:520 Down RWY 27 1:520 Up
14	139.39°	695 x 23 M	RWY surface: Asphalt -	495455.21N 0061740.14W 175.4 FT	THR 103.9 FT TDZ 116.4 FT	RWY 14 -1:105 Down RWY 32 1:105 Up
32	319.39°	695 x 23 M	RWY surface: Asphalt -	495440.45N 0061720.54W 175.4 FT	THR 82.4 FT TDZ 116.4 FT	RWY 14 -1:105 Down RWY 32 1:105 Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 09 The first 100 M of Runway 09 rises at a 1:20 gradient (5%). The first 100 M of Runway 27 rises at a 1:23 gradient (4.3%). Strip Dimensions: 582 x 60 M
-	-	-	-	-	-	RWY 27 The first 100 M of Runway 09 rises at a 1:20 gradient (5%). The first 100 M of Runway 27 rises at a 1:23 gradient (4.3%). Threshold inset 21 M. Strip Dimensions: 591 x 140 M
-	-	-	-	-	-	RWY 14 Starter extension of 13 M. The first 100 M of Runway 14 rises at a 1:32 gradient (3.1%). The first 300 M of Runway 32 rises at a 1:30 gradient (3.3%). Threshold inset 34 M. Strip Dimensions: 663 x 60 M
-	-	-	-	-	-	RWY 32 Starter extension of 38 M. The first 100 M of Runway 14 rises at a 1:32 gradient (3.1%). The first 300 M of Runway 32 rises at a 1:30 gradient (3.3%). Threshold inset 60 M. Strip Dimensions: 695 x 140 M

EGHE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
14	622 M	622 M	622 M	603 M	-
32	647 M	647 M	647 M	603 M	-
09	522 M	522 M	522 M	522 M	-
27	510 M	510 M	510 M	501 M	-

EGHE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	-	Light intensity high RTILs, variable elevated green wingbars	PAPI Left/3.5° 15 FT	-	-	Variable HI elevated white	Variable HI elevated red wingbars	-	-
27	Three HI sequenced strobes 80 M apart to 80 M before threshold. - Light intensity high	Light intensity high RTILs, variable elevated green wingbars	PAPI Left/3.5° 15 FT	-	-	Variable HI elevated white	Variable HI elevated red wingbars	-	-
14	-	Light intensity high RTILs, variable elevated green wingbars	PAPI Left/3.5° 15 FT	-	-	Variable HI elevated white	Variable HI elevated red wingbars	-	-
32	-	Light intensity high RTILs, variable elevated green wingbars	PAPI Left/3.5° 15 FT	-	-	Variable HI elevated white	Variable HI elevated red wingbars	-	-

EGHE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 495451.36N 0061741.45W Flashing Green 'SC' - VCR roof.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 495443.45N 0061730.01W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Diesel Generator 10 S
5	Remarks	Apron floodlighting.

EGHE AD 2.16 HELICOPTER LANDING AREA

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EGHE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SCILLY ISLES/ST MARY'S ATZ A circle, 2 NM radius, centred at 495448N 0061730W on longest notified runway (14/ 32)	Upper limit: 2121 FT ALT Lower limit: SFC	G	SCILLIES APPROACH English	3000 FT	Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730).	ATZ 2000 FT AAL.
LAND'S END RMZ 501705N 0055014W - 501703N 0053706W - 500950N 0052951W - 495559N 0053109W - 495602N 0055051W - 494924N 0061338W thence clockwise by the arc of a circle radius 6 NM centred on 495451N 0061728W (STM NDB) to 500009N 0062148W - 500907N 0055514W - 501705N 0055014W	Upper limit: 4000 FT ALT Lower limit: SFC	G	SCILLIES APPROACH English	3000 FT	-	ATS Unit callsign: Entering from East: Land's End Tower (eng) OR Culdrose Approach (eng). Entering from West: Scillies Approach (eng). Land's End RMZ hours coincident with EGHC AD hours as detailed in EGHC AD 2.3 or as activated by NOTAM.

EGHE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	SCILLIES APPROACH	124.880 DOC 40 NM/ 10,000 FT.	-	-	Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730).	VDF 495442.91N 0061732.74W
TWR	SCILLIES TOWER	124.880 DOC 40 NM/ 10,000 FT.	-	-	Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730).	VDF 495442.91N 0061732.74W
OTHER	SCILLIES FIRE	121.600 Fire frequency. Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	SCILLIES RADIO	124.880 A/G frequency. DOC 25 NM/4,000 FT.	-	-	Outside of ATS hours.	Air Ground Communication Service available at short notice for SAR and Air Ambulance Flights.

EGHE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB (L) 0.59°W (2027)	STM	321.000 kHz	Mon-Fri 0815-1215, 1315-1730 (0700-1730); Sat 0815-1215 (0700-1730).	495450.74N 0061727.99W	-	On AD. Range 15 NM. Normally radiates H24.

EGCJ 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**
(EGCJ1752) 19/APPROACH 01/ TAKE-OFF	VEHICLES ON ROAD	534726.64N 0011239.15W	41 FT	15 FT	No	-
(EGCJ1758) 24/APPROACH 06/ TAKE-OFF	VEHICLES ON ROAD	534725.19N 0011247.92W	40 FT	14 FT	No	-

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EGCJ 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 through Sherburn Flight Desk.
6	Flight documentation Language(s) used	-
7	Charts and other information available for briefing or consultation	METAR/TAF/FORM 214/FORM 215. Internet access.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Unofficial Met Observations made during AD hours.

EGCJ 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	008.06°	581 x 21 M	RWY surface: Grass -	534704.18N 0011249.79W 158.3 FT	THR 23.5 FT -	-
19	188.06°	581 x 21 M	RWY surface: Grass -	534720.99N 0011245.77W 158.3 FT	THR 23.1 FT -	-
06	058.46°	771 x 21 M	RWY surface: Grass -	534711.93N 0011320.48W 158.3 FT	THR 25.5 FT -	-
24	238.46°	771 x 21 M	RWY surface: Grass -	534722.91N 0011250.29W 158.3 FT	THR 23.6 FT -	-
10	103.23°	828 x 18 M	RWY surface: Macadam -	534706.33N 0011325.65W 158.3 FT	THR 25.8 FT -	-
28	283.23°	828 x 18 M	RWY surface: Macadam -	534701.80N 0011253.12W 158.3 FT	THR 24.9 FT -	-
10G	103.25°	622 x 21 M	RWY surface: Grass -	534708.52N 0011323.00W 158.3 FT	THR 25.1 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
28G	283.26°	622 x 21 M	RWY surface: Grass -	534703.91N 0011249.92W 158.3 FT	THR 23.2 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
-	-	613 x 60 M	-	-	-	RWY 01 Threshold displaced by 28 M.
-	-	613 x 60 M	-	-	-	RWY 19 Threshold displaced by 28 M.
-	-	791 x 60 M	-	-	-	RWY 06 Threshold displaced by 75 M.
-	-	791 x 60 M	-	-	-	RWY 24 Threshold displaced by 48 M.
-	-	672 x 60 M	-	-	-	RWY 10
-	-	672 x 60 M	-	-	-	RWY 28 (Tarmac) Threshold displaced by 217 M.
-	-	682 x 60 M	-	-	-	RWY 10G
-	-	682 x 60 M	-	-	-	RWY 28G

EGCJ AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	612 M	612 M	612 M	612 M	-
28	799 M	799 M	799 M	612 M	-
06	723 M	723 M	723 M	676 M	-
24	696 M	696 M	696 M	703 M	-
10G	622 M	622 M	622 M	622 M	-
28G	622 M	622 M	622 M	622 M	-
01	553 M	553 M	553 M	553 M	-
19	553 M	553 M	553 M	525 M	-

EGCJ 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	-	Green With elev green wingbars	APAPI Right/ 3.5° 22 FT 95 M	-	-	Omni-directional White	Red inserted 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
28	-	Green With elev green wingbars	APAPI Left/3.5° 17 FT 70 M from displaced threshold	-	-	Omni-directional White	Red inserted wingbars	-	-

EGCJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGCJ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF H2: 534719.17N 0011233.24W, 158.2 FT TLOF H3: 534718.78N 0011233.88W, 158.2 FT
2	TLOF and/or FATO elevation	TLOF H2: 23.5 FT TLOF H3: 23.3 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGCJ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SHERBURN-IN-ELMET ATZ 534837N 0011510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W	Upper limit: 2026 FT ALT Lower limit: SFC	G	SHERBURN RADIO English	-	0900-SS (0800-1830).	ATZ 2000 FT AAL.

EGCJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	SHERBURN RADIO	122.610 A/G frequency.	-	-	0900-SS (0800-1830).	-

EGCJ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB 0.79°E (2027)	SBL	323.000 kHz	0900-SS (0800-1830).	534723.08N 0011230.60W	-	On AD. Range 10 NM. For navigation only.

EGCJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Aerodrome is not available for use by public transport passenger flights required to use a licensed aerodrome.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Power Lines and Pylons, 58 ft amsl, 258 m south of RWY 01 THR and following southern AD perimeter east to west.
b) Woods, 275 m south of RWY 01 following southern AD perimeter east to west.
c) Mast, 134 ft amsl (111 ft agl), 830 m to the east and south of RWY 28 THR and left of the extended RWY approach centre-line.

5 HELICOPTER OPERATIONS

a) Helicopters should use grass Runways 10/28, 06/24, 01/19 and touch down at midpoint to minimise rotor vortex at runway thresholds.
b) When Runway 10/28 (Grass) or 10/28 (Tarmac) are in use, helicopters are requested to fly the circuit so as to touch down/lift across grass Runway 01/19 at the runway midpoint.
c) A designated hover practice area is located to the east of Runway 19 threshold and forms part of the Main Grass Parking Area.
d) Helicopters must avoid overflight of fixed-wing parking areas.
e) Helicopters must use the dedicated helicopter pads for refuelling.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGCJ AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft must not overfly the villages of Sherburn-in-Elmet, South Milford, Lumby, Monk Fryston or Hambleton.

EGCJ AD 2.22 FLIGHT PROCEDURES

1 GENERAL

a) Within the circuit, pilots should plan to avoid flight over villages and remain well clear of them at all times when flying within the ATZ.
b) On arrival/departure, avoid Leeds East ATZ to the North.
c) Non-radio aircraft are not accepted.
d) Runway in use and QFE will be passed by A/G (QNH and wind check available on request). Aerodrome elevation 26 FT.
e) Flexwing Microlights welcome (must be radio equipped).
f) Backtracking on active runways is not permitted.

2 ARRIVALS

a) Fixed wing aircraft to join overhead at 2000 FT QFE and descend in accordance with the 'Standard Overhead Join' procedure.
b) Initial contact with A/G 122.610 MHz within range 5 NM of the ATZ.
c) Helicopters route inbound at 700 FT QFE. Should it be necessary to join crossing the active runway, do so at 90° across the runway at midpoint not below 200 FT AAL.

3 CIRCUITS

a) Fixed wing: circuits are to be flown at 1000 FT QFE.
b) Helicopters: circuits are to be flown at 700 FT QFE.

4 CIRCUIT PATTERNS

a) Runway 24 - left hand: Fixed wing and Helicopters.
b) Runway 06 - right hand: Fixed wing and Helicopters.
c) Runway 28 (Tarmac and Grass) - left hand: Fixed wing (right hand Helicopters).
d) Runway 10 (Tarmac and Grass) - right hand: Fixed wing (left hand Helicopters).
e) Runway 19 - left hand: Fixed wing (right hand Helicopters).
f) Runway 01 - right hand: Fixed wing (left hand Helicopters).

5 DEPARTURE

a) Fixed wing to depart at 1000 FT QFE whilst within the ATZ remaining clear of the 'dead side' at all times:

   i. on runway heading;
   ii. extended crosswind left or right as required;
   iii. completion of the ‘downwind’ leg left or right as required.

b) Helicopters to depart not above 700 FT QFE; should it be necessary to cross the active runway, fly across at 90° the midpoint.
c) Traffic departing to the west or northwest may cross the path of instrument approach procedures to Leeds East Airport. Details of IFR arrivals at Leeds East available from Sherburn Radio on 122.610 MHz.

Note: *Aircraft may at times depart from the overhead at 2000 FT for training purposes.*

6 INSTRUMENT APPROACH PROCEDURES

a) IAP at Sherburn-in-Elmet are established in Class G airspace and no approach control service is provided.
b) Runways at Sherburn do not conform to ‘Instrument Runway’ standards.
c) Use of the IAP is by prior permission from Sherburn Operations on 01977-682674. Approach time slot to be agreed with Sherburn Operations to avoid conflict with other IFR arrivals.
d) Sherburn Operations will provide a briefing document relating to IAP. Pilots are to abide by the procedures in the briefing document when executing the IAP.
e) Initial airborne requests for an IAP slot not accepted, unless in an emergency.

EGCJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCJ-2-1
INSTRUMENT APPROACH CHART RNP RWY 10 (CAT A,B) - ICAO
AD 2.EGCJ-8-1
INSTRUMENT APPROACH CHART RNP RWY 28 (CAT A,B) - ICAO
AD 2.EGCJ-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 10
AD 2.EGCJ-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 28
AD 2.EGCJ-8-4

EGCJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGBS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	-
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. English.
7	Charts and other information available for briefing or consultation	Met Office Aviation Briefing Service Metforms F214 and F215.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	SHOBDON
10	Additional information (limitation of service, etc.)	-

EGBS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08	082.71°	836 x 18 M	RWY surface: Macadam -	521428.27N 0025314.31W 170.0 FT	THR 317.0 FT -	-
26	262.72°	836 x 18 M	RWY surface: Macadam -	521431.70N 0025230.59W 170.0 FT	THR 301.3 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 08
-	-	-	-	-	-	RWY 26

EGBS AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	799 M	799 M	799 M	836 M	-
26	799 M	799 M	799 M	836 M	-

EGBS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	-	Green Light intensity low	-	-	-	Light intensity low	Red Light intensity low	-	-
26	-	Green Light intensity low	APAPI Left/3.5° 27 FT	-	-	Light intensity low	Red Light intensity low	-	-

EGBS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 521436.97N 0025251.70W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 521434.66N 0025308.80W, 521429.64N 0025237.19W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGBS AD 2.16 HELICOPTER LANDING AREA

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EGBS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SHOBDON ATZ A circle, 2 NM radius, centred at 521430N 0025252W on longest notified runway (08/ 26)	Upper limit: 2317 FT ALT Lower limit: SFC	G	SHOBDON INFORMATION English	-	0915-1700 (0815-1600).	ATZ 2000 FT AAL.

EGBS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	SHOBDON INFORMATION	118.155 DOC 10 NM/3000 FT.	-	-	0915-1700 (0815-1600).	AFIS may downgrade to Air Ground Communication Service at short notice.
OTHER	SHOBDON RADIO	118.155 A/G Frequency.	-	-	Outside of published AD opening hours or Temporarily during opening hours.	-

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	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	-
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’.

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	-
4	True BRG of FATO	FATO HELIMED: DIR HELIMED: -
5	Declared distance available	-
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: 023-80627102.

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 215 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.

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

1	Apron surface and strength	NORTH APRON AND STANDS 16-18 Surface: Concrete PCR 586/R/D/X/U STANDS 1-10 Surface: Concrete PCR 586/R/D/X/U STANDS 101 / 102 Surface: Concrete PCR 570/R/C/X/U STANDS 11-15 Surface: Concrete PCR 586/R/D/X/U
2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Asphalt PCR 537/F/D/X/U Taxiway B: 15 M Surface: Concrete and asphalt PCR 586/R/D/X/U Taxiway C: 15 M Surface: Concrete and asphalt PCR 537/F/D/X/U Taxiway D: 15 M Surface: Asphalt PCR 434/F/B/X/U Taxiway E: 5.5 M Surface: Asphalt - Taxiway F: 27 M Surface: Asphalt PCR 434/F/B/X/U Taxiway Z: 15 M Surface: Asphalt PCR 537/F/D/X/U
3	Altimeter checkpoint location and elevation	Stands 11-15 and North Apron 37 FT.
4	VOR checkpoints	-
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Echo only available for code A aircraft with an outer main gear wheel span of less than 4.5 M. Aircraft under their own power, do so at owners risk. Code A aircraft with outer main gear wheel span of 4.5 M or greater will be towed along Taxiway Echo with prior approval.

EGMC 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 are nose-in pushback stands and have painted centre-lines/stop arrows. Stands also have nose-out markings for aircraft up to E190 and under marshaller guidance. Stands 1-10 are fitted with AGNIS. 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 adjacent taxiway until the AGNIS has been activated, or a marshaller is present. Stands 11-15, 16-18 and all other North Apron parking requires marshaller instruction. Stands 101 and 102 can accommodate aircraft up to B737-400. Aircraft are to be towed onto and off stand. Stands 1-6 maximum aircraft nose-in by span B737-700. Stands 7 and 8 maximum aircraft nose-in by span B737-800. Stands 9 and 10 maximum aircraft nose-in by span B737-900. On departure minimum power is to be used when taxiing off stand.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway Designators; Runway 23: permanently displaced threshold, Runway 05: Starter extension markings and lighting (turning circle at start of Runway 05 has green centre-line lights and blue edge lights); runway edge stripes; runway centre-line; TDZ markings. Taxiway marking aid(s): Painted yellow centre-line with lead-on/lead-off lines at junctions with Taxiways A, B, C, D and F; holding points. Taxiway light(s): Internally illuminated holding point signs at Holds A1, A2, A3, A4, B1, B2, B3, C1, C2, D, Z1 and Z2. Amber runway guard lights at Holds A1, B1, C1, D, E and F. Taxiways E and F are unlit, night time use is entirely at the operator's discretion.
3	Stop bars and runway guard lights (if any)	Stop bars located at Runway Holding Points A1, B1, C1 & D are unidirectional; aircraft and vehicles are not to cross illuminated red stop bars except when an explicit ATC clearance has been received. Stop bars located at Intermediate Holding Points A2, A3, A4, B3, C2 and C3 are bidirectional, B2 is unidirectional. Intermediate Holding Point stop bars may not always be illuminated.
4	Other runway protection measures	-
5	Remarks	Two WDI Runway 05 (LGTD) 513400.38N 0004056.40E, Runway 23 (LGTD) 513425.74N 0004212.38E. Taxiway D may only be used with ATC approval.

EGMC 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.

EGMC 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/Pilot brief and limited telephone consultation available from Meteorological Observers in ATC.

2	LDI location and lighting Anemometer location and lighting	Anemometer: R05 (LGTD) 513359.21N 0004115.75E R23 (LGTD) 513432.29N 0004202.68E
3	TWY edge and centre line lighting	CL: Taxiways A and C have centre-line lighting. EDGE: Taxiways A and C have blue edge lights on bends and opposite stands on Taxiway A. Taxiways B, D and Z have blue edge lighting.
4	Secondary power supply/switch-over time	UPS/1 second, AGL/1 second. Remaining facilities/15 seconds.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGMC AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGMC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

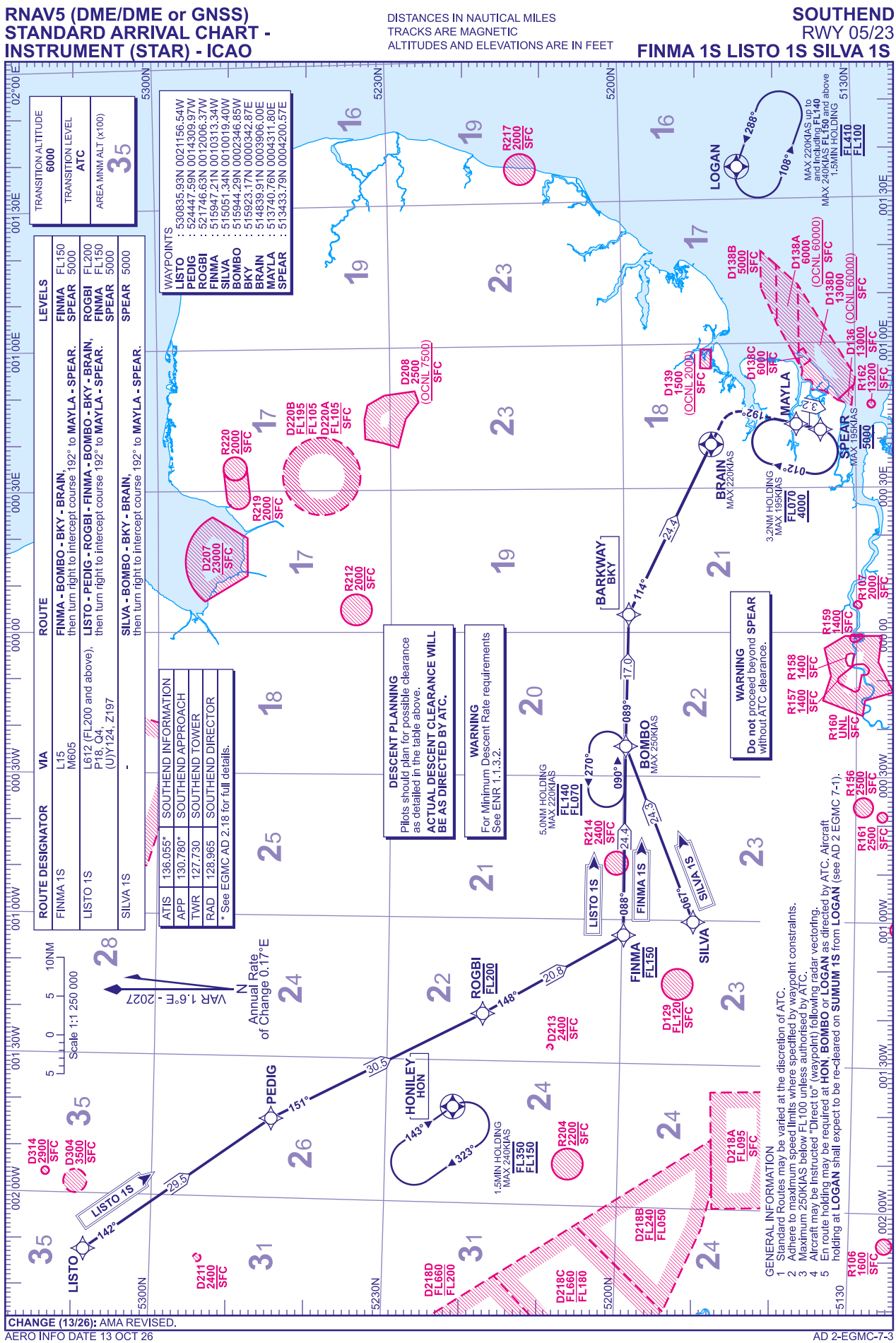
Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SOUTHEND CTR 1 513445N 0002903E - 514206N 0004521E - 513417N 0005000E - 513151N 0005000E - 512719N 0003955E - 512701N 0003630E thence clockwise by the arc of a circle radius 7.5 NM centred on 513357N 0004100E to 513445N 0002903E	Upper limit: 3500 FT ALT Lower limit: SFC	D	SOUTHEND APPROACH English	6000 FT	-	H24. LTMA airspace 3500 FT upwards. Aircraft given approval to enter or leave the Southend CTR when en-route to, or departing from unlicensed aerodromes or landing sites within the CTR, are to maintain a continuous listening watch on the appropriate ATC radio frequency. A change to 'SAFETYCOM' or other air/ ground frequency is only permitted when specific approval has been given by ATC. See EGMC 2.22 Section 7 for details of the Stoke Local Flying Zone (LFZ) and Canewdon paramotor/powered paraglider sites.
SOUTHEND CTR 2 514206N 0004521E - 514312N 0004748E - 514138N 0005222E - 513618N 0005532E - 513417N 0005000E - 514206N 0004521E	Upper limit: 4500 FT ALT Lower limit: SFC	D	SOUTHEND APPROACH English	6000 FT	-	H24. LTMA airspace 4500 FT upwards.
SOUTHEND CTR 3 514138N 0005222E - 514057N 0005420E thence clockwise by the arc of a circle radius 10 NM centred on 513428N 0004207E to 513528N 0005805E - 513151N 0005000E - 513417N 0005000E - 513618N 0005532E - 514138N 0005222E	Upper limit: 5500 FT ALT Lower limit: SFC	D	SOUTHEND APPROACH English	6000 FT	-	H24. LTMA airspace 5500 FT upwards.
SOUTHEND ATZ A circle, 2.5 NM radius, centred at 513413N 0004136E on longest notified runway (05/23)	Upper limit: 2058 FT ALT Lower limit: SFC	D	SOUTHEND TOWER English	6000 FT	H24	ATZ 2000 FT AAL.

EGMC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	SOUTHEND APPROACH	130.780 DOC 40 NM/ 10,000 FT.	-	-	H24	-
TWR	SOUTHEND TOWER	127.730 On occasion combined with Radar/Approach. DOC 25 NM/4000 FT.	-	-	H24	-
RADAR	SOUTHEND DIRECTOR	128.965 DOC 40 NM/ 10,000 FT.	-	-	H24 As directed.	Use of 'Radar' suffix denotes availability only. Provision of a specific service is not implied.
	SOUTHEND RADAR	130.780 DOC 40 NM/ 10,000 FT.	-	-	H24	
ATIS	SOUTHEND INFORMATION	136.055 DOC 60 NM/ 20,000 FT.	-	-	H24	-
OTHER	SOUTHEND FIRE	121.600 Non-ATS frequency.	-	-	Available when Fire vehicle attending aircraft on the ground in an emergency.	-
OTHER	SOUTHEND EMERGENCY	121.500 Emergency Frequency	-	-	O/R	-

EGMC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.59°E (2027)	ISO	111.350 MHz	HO	513432.66N 0004218.48E	-	(RWY 05)
ILS/GP	ISO	332.150 MHz	HO	513359.78N 0004114.81E	-	3.5° ILS Ref Datum Hgt 52 FT.
ILS/LOC I 1.59°E (2027)	IND	111.350 MHz	HO	513351.85N 0004047.79E	-	(RWY 23)
ILS/GP	IND	332.150 MHz	HO	513425.85N 0004150.83E	-	3.0° ILS Ref Datum Hgt 52 FT. Certified for extended range to 15 NM.
NDB (L) 1.59°E (2027)	SND	362.500 kHz	H24	513433.63N 0004200.53E	-	On AD. DOC 30 NM
ILS/DME	IND	50Y	HO	513416.06N 0004129.84E	57 FT	(RWY 23) On AD. Freq paired with ILS I-ND and I-SO. Zero range is indicated at THR of Runway 05 and 23. Range 25 NM.
ILS/DME	ISO	50Y	HO	513416.06N 0004129.84E	57 FT	(RWY 05) On AD. Freq paired with ILS I-SO and I-ND. Zero range is indicated at THR of Runway 05 and 23. Range 25 NM.


RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO
DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
SOUTHEND
RWY 05/23
FINMA 1S LISTO 1S SILVA 1S
TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 35
ROUTE DESIGNATOR | VIA | ROUTE | LEVELS
FINMA 1S | L15 M605 | FINMA - BOMBO - BKY - BRAIN, then turn right to intercept course 192° to MAYLA - SPEAR. | FINMA FL150 SPEAR 5000
LISTO 1S | L612 (FL200 and above), P18, Q4, (U)Y124, Z197 | LISTO - PEDIG - ROGBI - FINMA - BOMBO - BKY - BRAIN, then turn right to intercept course 192° to MAYLA - SPEAR. | ROGBI FL200 FINMA FL150 SPEAR 5000
SILVA 1S | - | SILVA - BOMBO - BKY - BRAIN, then turn right to intercept course 192° to MAYLA - SPEAR. | SPEAR 5000
ATIS 136.055* SOUTHEND INFORMATION
APP 130.780* SOUTHEND APPROACH
TWR 127.730 SOUTHEND TOWER
RAD 128.965 SOUTHEND DIRECTOR
* See EGMC AD 2.18 for full details.
WAYPOINTS
LISTO : 530835.93N 0021156.54W
PEDIG : 524447.59N 0014309.97W
ROGBI : 521746.63N 0012006.37W
FINMA : 515947.21N 0010313.34W
SILVA : 515051.34N 0010019.40W
BOMBO : 515944.29N 0002346.85W
BKY : 515923.17N 0000342.87E
BRAIN : 514839.91N 0003906.00E
MAYLA : 513740.76N 0004311.80E
SPEAR : 513433.79N 0004200.57E
DESCENT PLANNING
Pilots should plan for possible clearance as detailed in the table above.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.
WARNING
Do not proceed beyond SPEAR without ATC clearance.
GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En route holding may be required at HON, BOMBO or LOGAN as directed by ATC. Aircraft holding at LOGAN shall expect to be re-cleared on SUMUM 1S from LOGAN (see AD 2 EGMC 7-1).
LISTO
PEDIG
HONILEY HON
ROGBI FL200
FINMA FL150
BOMBO MAX 250KIAS
BARKWAY BKY
BRAIN MAX 220KIAS
SPEAR MAX 195KIAS
MAYLA
LOGAN
SILVA
LISTO 1S
FINMA 1S
SILVA 1S
5.0NM HOLDING MAX 220KIAS FL140 FL070
1.5MIN HOLDING MAX 240KIAS FL350 FL150
3.2NM HOLDING MAX 195KIAS FL070 4000
MAX 220KIAS up to and including FL140 MAX 240KIAS FL150 and above 1.5MIN HOLDING FL410 FL100
VAR 1.6°E - 2027
Annual Rate of Change 0.17°E
Scale 1:1 250 000
CHANGE (13/26): AMA REVISED.
AERO INFO DATE 13 OCT 26
AD 2-EGMC-7-3

Standard Instrument Arrival Coding Tables

SOUTHEND Runway 05/23 SUMUM 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SUMUM1S	001	IF	SUMUM	513814.25N 0020627.77E	N	-	-	-	-	-	-	RNAV5
SUMUM1S	002	TF	LOGAN	514451.32N 0013642.58E	N	288° (289.9°)	1.6	19.7	LEFT	-	-250	RNAV5
SUMUM1S	003	TF	JACKO	514408.65N 0012536.00E	N	263° (264.2°)	1.6	6.9	-	-	-250	RNAV5
SUMUM1S	004	TF	GEGMU	514253.48N 0010633.89E	N	262° (264.1°)	1.6	11.9	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 XAMAN 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
XAMAN1S	001	IF	XAMAN	514704.77N 0021326.94E	N	-	-	-	-	-	-	RNAV5
XAMAN1S	002	TF	LOGAN	514451.32N 0013642.58E	N	263° (264.7°)	1.6	22.9	-	-	-250	RNAV5
XAMAN1S	003	TF	JACKO	514408.65N 0012536.00E	N	263° (264.2°)	1.6	6.9	-	-	-250	RNAV5
XAMAN1S	004	TF	GEGMU	514253.48N 0010633.89E	N	262° (264.1°)	1.6	11.9	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 SOVAT 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SOVAT1S	001	IF	SOVAT	504645.67N 0012800.00E	N	-	-	-	-	FL120	-	RNAV5
SOVAT1S	002	TF	ERKEX	505240.62N 0011936.96E	N	317° (318.1°)	1.6	8.0	RIGHT	-	-	RNAV5
SOVAT1S	003	TF	OKVAP	505748.96N 0011955.98E	N	001° (002.2°)	1.6	5.1	RIGHT	FL090	-250	RNAV5
SOVAT1S	004	TF	ATSAP	512715.96N 0013016.98E	N	011° (012.4°)	1.6	30.2	LEFT	FL070	-220	RNAV5
SOVAT1S	005	TF	ADVAS	514053.03N 0012633.13E	N	349° (350.3°)	1.6	13.8	LEFT	-	-220	RNAV5
SOVAT1S	006	TF	GEGMU	514253.48N 0010633.89E	N	278° (279.3°)	1.6	12.6	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 KATHY 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
KATHY1S	001	IF	KATHY	503113.59N 0012000.23W	N	-	-	-	-	-	-	RNAV5
KATHY1S	002	TF	BIDVA	504338.76N 0005839.48W	N	046° (047.4°)	1.6	18.4	RIGHT	FL130	-	RNAV5
KATHY1S	003	TF	EVEXU	504115.78N 0003440.86W	N	097° (098.7°)	1.6	15.4	LEFT	-	-	RNAV5
KATHY1S	004	TF	SOXUX	503546.32N 0005545.48E	N	093° (094.9°)	1.6	57.8	LEFT	-	-	RNAV5
KATHY1S	005	TF	OKVAP	505748.96N 0011955.98E	N	033° (034.7°)	1.6	26.9	LEFT	FL090	-250	RNAV5
KATHY1S	006	TF	ATSAP	512715.96N 0013016.98E	N	011° (012.4°)	1.6	30.2	LEFT	FL070	-220	RNAV5
KATHY1S	007	TF	ADVAS	514053.03N 0012633.13E	N	349° (350.3°)	1.6	13.8	LEFT	-	-220	RNAV5
KATHY1S	008	TF	GEGMU	514253.48N 0010633.89E	N	278° (279.3°)	1.6	12.6	-	6000	-195	RNAV5

CHANGE (2/26): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 03 DEC 25

EGSY — ST ATHAN

EGSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSY — ST ATHAN

EGSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512417N Long: 0032609W RWY 07/25 intersection with Taxiways E and F.
2	Direction and distance from city	10 NM WSW of Cardiff city.
3	Elevation / Reference temperature / Mean Low Temperature	164 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	0.24°E (2027) / 0.18°E
6	AD Administration	CARDIFF INTERNATIONAL AIRPORT ON BEHALF OF THE WELSH GOV.
	Address	Aerodrome Manager, Dragon Way, Bro Tathan West, St Athan, Barry, CF62 4AF.
	Telephone	01446-243901 Aerodrome Manager 01446-243940 ATC 01446-243943 ATIS
	E-mail address	stathan.ops@cwl.aero
	Web address	www.cardiff-airport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	IFR Arrivals and Departures, VFR and SVFR see AD 2.22 item 6.

EGSY AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1600) PPR H24. Extension of hours by prior arrangement.
2	Customs and immigration	By arrangement.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. Extension of ATC hours by prior arrangement.
8	Fuelling	AVGAS 100LL available 0830-1700 (0730-1600). Jet A1 available 0830-1700 (0730-1600).
9	Handling	By prior arrangement with on-site based operators.
10	Security	On request by prior arrangement.
11	De-icing	-
12	Remarks	This aerodrome is strictly by PPR via Airfield Operations by telephone Monday-Friday on 01446-243903 or via email stathan.ops@cwl.aero. For weekends and Bank Holidays, by telephone to our Fire Team on 01446-243912.

EGSY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	-
2	Fuel and oil types	JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	Bowsers: 2 x 5000 LT AVGAS. 1 x 17,400 LT JET A-1, 1 x 17,000 LT JET A-1.
4	De-icing facilities	-
5	Hangar space for visiting aircraft	Limited, by arrangement.
6	Repair facilities for visiting aircraft	Caerdav. Horizon Aircraft Services and eCube.
7	Remarks	All visiting aircraft require to be sponsored by one of the resident AD organisations.

EGSY AD 2.5 PASSENGER FACILITIES

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

EGSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 Category 5, 6 or 7 by 48 hours prior arrangement.
2	Rescue equipment	-
3	Capability for removal of disabled aircraft	Will be supported by onsite handler/host co-ordinated with Cardiff Airport.
4	Remarks	-

EGSY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	-
2	Clearance priorities	Taxiway Bravo, Runway 07/25 from intersection with Taxiway Foxtrot to the Runway 07 threshold, Taxiway Alpha from the Runway 07 threshold/HP A1 to intersection with Taxiway Foxtrot.
3	Remarks	Anti-iced with KC Potassium acetate fluid.

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

1	Apron surface and strength	ALPHA Surface: Concrete and asphalt PCR 197/F/A/X/U CHARLIE Surface: Concrete PCR 311/R/C/W/U ECHO Surface: Concrete PCR 168/R/C/W/U ENGINE RUNNING PLATFORM Surface: Concrete PCR 379/R/C/W/U KILO 1 Surface: Concrete PCR 350/R/B/W/U MAINTENANCE AREA C Surface: Concrete PCR 290/R/B/W/U MAINTENANCE AREA E Surface: Concrete PCR 379/R/C/W/U MAINTENANCE AREA G Surface: Concrete and asphalt PCR 213/F/B/Y/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 14 M Surface: Asphalt PCR 99/F/A/X/U

		Taxiway BRAVO: 10.5 M Surface: Asphalt PCR 119/F/B/X/U Taxiway CHARLIE: 15 M Surface: Concrete and asphalt PCR 290/R/B/W/U Taxiway DELTA: 15 M Surface: Asphalt PCR 143/F/C/Y/U Taxiway ECHO: 23 M Surface: Asphalt PCR 343/F/C/X/U Taxiway FOXTROT: 23 M Surface: Asphalt PCR 253/F/A/X/U Taxiway GOLF: 15 M Surface: Concrete and asphalt PCR 213/F/B/Y/U Taxiway HOTEL: 15 M Surface: Asphalt PCR 143/F/C/Y/U
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	No lighting provided for night operations on Apron Alpha, Apron Echo and Maintenance Area Echo.

EGSY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Yellow taxiway markings and parking slot guidance on Apron Echo. There are no aircraft stands or stand markings. Aircraft marshalling is mandatory on Apron Alpha, Apron Charlie, Maintenance Area Echo, and the ecube and Caerdav demised areas.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway designation, runway threshold, runway centre-line, touchdown zone markings. Taxiway marking aid(s): Blue edge lights on Taxiway Alpha, Bravo, Charlie and Echo to holding point E. Blue edge lights on Apron Kilo 1 and Apron Charlie.
3	Stop bars and runway guard lights (if any)	Runway guard lights are positioned at Holding Points A1, A6, C, D, E, F, G and H.
4	Other runway protection measures	-
5	Remarks	There are 2 illuminated WDIs to the south of Runway 07/25, adjacent to the runway threshold markings.

EGSY AD 2.10 AERODROME OBSTACLES

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

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

EGSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24 -

3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 Hours
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self-briefing / Telephone.
6	Flight documentation Language(s) used	TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Available on the met office website www.metoffice.gov.uk/aviation.
8	Supplementary equipment available for providing information	St Athan ATIS available by telephone on 01446-243943.
9	ATS units provided with information	ST ATHAN
10	Additional information (limitation of service, etc.)	Unverified automatic met observations on ATIS (130.560 MHz) or by telephone (01446-243943) outside of aerodrome/ATC hours.

EGSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	073.05°	1828 x 45 M	RWY surface: Asphalt, Grooved PCR 343/F/C/W/U	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	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) and by arrangement.	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:

EGPO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Marshalling provided for all stands.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 06/24: Runway designators and centre-line markings. Yellow lead on/off lines to all runways. 18/36: Runway designators and centre-line markings. Edge lines, TDZ markings on Runway 18/36. Yellow lead on/off lines to all runways. Taxiway marking aid(s): Yellow centre-line markings. Taxi holding point markings.
3	Stop bars and runway guard lights (if any)	A1, B1, C1, F1
4	Other runway protection measures	-
5	Remarks	3 WDI's: 581229.70N 0061954.02W (LGTD) - 581320.23N 0061949.69W (LGTD) - 581257.70N 0061939.77W.

EGPO 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**
(EGPO7336) 18/APPROACH 36/ TAKE-OFF	LLZ HUT	581332.61N 0062002.52W	27 FT	9 FT	Yes Red	-
(EGPO8006) 18/APPROACH 36/ TAKE-OFF	LLZ 36 OBS	581332.44N 0061958.05W	25 FT	9 FT	Yes Red	-
(EGPO8007) 18/APPROACH 36/ TAKE-OFF	LLZ 36 OBS	581332.37N 0061959.42W	25 FT	9 FT	Yes Red	-
(EGPO8005) 18/APPROACH 36/ TAKE-OFF	LLZ 36	581332.33N 0061958.03W	25 FT	7 FT	No	-
(EGPO8008) 18/APPROACH 36/ TAKE-OFF	LLZ 36	581332.26N 0061959.40W	25 FT	7 FT	No	-
(EGPO7598) 24/TAKE-OFF	TREE	581233.47N 0062100.19W	126 FT	36 FT	No	-
(EGPO8017) 36/APPROACH 18/ TAKE-OFF	APPROACH LT	581215.87N 0061944.19W	17 FT	2 FT	No	-
(EGPO8026) 36/APPROACH 18/ TAKE-OFF	NFM 18	581215.56N 0061944.12W	18 FT	4 FT	No	-
(EGPO8003) 36/APPROACH 18/ TAKE-OFF	LLZ 18	581213.31N 0061943.01W	27 FT	10 FT	No	-
(EGPO8000) 36/APPROACH 18/ TAKE-OFF	LLZ 18	581213.24N 0061944.38W	27 FT	10 FT	No	-
(EGPO8002) 36/APPROACH 18/ TAKE-OFF	LLZ 18 OBS	581213.20N 0061942.99W	27 FT	11 FT	Yes Red	-
(EGPO8001) 36/APPROACH 18/ TAKE-OFF	LLZ 18 OBS	581213.13N 0061944.36W	27 FT	11 FT	Yes Red	-
(EGPO8023) 36/APPROACH 18/ TAKE-OFF	LLZ HUT	581212.64N 0061947.43W	32 FT	7 FT	Yes	-
(EGPO7127) 36/APPROACH 18/ TAKE-OFF	MOBILE OBST	581212.41N 0061941.44W	32 FT	16 FT	No	-
(EGPO7126) 36/APPROACH 18/ TAKE-OFF	MOBILE OBST	581212.34N 0061942.69W	34 FT	16 FT	No	-
(EGPO7125) 36/APPROACH 18/ TAKE-OFF	MOBILE OBST	581212.26N 0061943.98W	38 FT	16 FT	No	-
(EGPO7124) 36/APPROACH 18/ TAKE-OFF	MOBILE OBST	581212.18N 0061945.34W	41 FT	16 FT	No	-
(EGPO7123) 36/APPROACH 18/ TAKE-OFF	MOBILE OBST	581212.11N 0061946.53W	44 FT	16 FT	No	-
(EGPO1136) 36/APPROACH 18/ TAKE-OFF	POWER POLE	581155.29N 0061947.00W	78 FT	27 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**
(EGPO1152) 36/APPROACH 18/ TAKE-OFF	BUILDING	581154.21N 0061954.11W	77 FT	25 FT	No	-
(EGPO1146) 36/APPROACH 18/ TAKE-OFF	BUILDING	581154.00N 0061948.79W	72 FT	20 FT	No	-
(EGPO3076) 36/APPROACH 18/ TAKE-OFF	TELEPHONE POLE	581153.31N 0061953.84W	82 FT	25 FT	No	-
(EGPO3078) 36/APPROACH 18/ TAKE-OFF	TELEPHONE POLE	581153.29N 0061942.85W	66 FT	28 FT	No	-
(EGPO7558) 36/APPROACH 18/ TAKE-OFF	TREE	581153.25N 0061944.42W	65 FT	25 FT	No	-
(EGPO7563) 36/APPROACH 18/ TAKE-OFF	TREE	581153.07N 0061952.77W	74 FT	15 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**
(EGPO1928)	WIND TURBINE	581955.29N 0061354.18W	596 FT	253 FT	No	-
(EGPO7930)	TREE	581449.13N 0062022.73W	151 FT	64 FT	No	-
(EGPO3066)	WIND TURBINE	581440.19N 0062412.04W	409 FT	132 FT	No	-
(EGPO1528)	MAST	581422.92N 0062348.98W	317 FT	49 FT	No	-
(EGPO3104)	WIND TURBINE	581357.32N 0063035.55W	967 FT	388 FT	Yes Red	-
(EGPO1904)	WIND TURBINE	581357.24N 0063055.84W	857 FT	386 FT	Yes Red	-
(EGPO7776)	BUILDING FLAGPOLE	581318.85N 0062401.20W	331 FT	100 FT	No	-
(EGPO8012)	NDB SAY	581255.72N 0061944.69W	46 FT	35 FT	Yes Red	-
(EGPO8010)	DME STW SOY	581254.56N 0061944.77W	28 FT	16 FT	Yes Red	-
(EGPO3030)	TXRX MAST	581251.64N 0061931.70W	55 FT	42 FT	Yes Red	-
(EGPO8069)	WIND TURBINE	581239.23N 0062931.89W	995 FT	657 FT	No	-
(EGPO7743)	TREE	581237.75N 0062353.15W	229 FT	121 FT	No	-
(EGPO7770)	TREE	581211.69N 0062351.41W	259 FT	61 FT	No	-
(EGPO3032)	WIND TURBINE	581129.68N 0061608.16W	221 FT	71 FT	Yes Red	-

EGPO 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 provided by ATS.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English

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.

EGER AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: 590914.41N 0023823.56W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGER AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 590914.90N 0023825.50W, -
2	TLOF and/or FATO elevation	TLOF: 47.3 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: Letter H
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGER AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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EGER AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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EGER AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGER AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All GA aircraft must park only on the clearly designated grass GA APRON. GA aircraft must not park on the main tarmac apron.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.
b) Runway 02/20: Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGER AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGER AD 2.22 FLIGHT PROCEDURES

a) RTF contact with Kirkwall (EGPA) recommended.

EGER AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGER AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGER AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

3	Altimeter checkpoint location and elevation	Apron 19 FT
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGPB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Pilots of fixed wing aircraft can anticipate to be marshalled onto stand on arrival. Helicopters self-park on numbered spots/stands; marshalling available on request. Spots 5 and 6 not normally available for shutdown. Pilots are to exercise caution when operating on spots 4 or 5. Helicopter and fixed wing operations in close proximity.
2	Runway and taxiway markings and lighting	Runway light(s): Blue edge lights on Runway 15/33 from Hold Kilo to the edge of Runway 09/27. Taxiway light(s): Holding points designated by retro-reflective illuminated signs and red stop lights (except Holds F, W and Z which is unlit). Yellow centre-line paint marking. Green centre-line lighting to stop bars. Blue edge lighting between stop bars and runway edge, and on Runway 15/33 from holding points Kilo and Charlie to the edge of Runway 09/27.
3	Stop bars and runway guard lights (if any)	Holding points are designated by retro-reflective signs, illuminated in hours of darkness. Red stop bars at holding points A, C, E, G, J, K, V. Caution: H06/24 holding points F, W, and Z do not have lit stop bars.
4	Other runway protection measures	-
5	Remarks	WDI RWY 09 (LGTD): 595254.95N 0011812.33W; WDI RWY 27 (LGTD): 595251.18N 0011706.70W; WDI RWY 15: 595257.17N 0011757.64W; WDI RWY 33: 595218.86N 0011658.44W; WDI RWY 06/24: 595234.64N 0011704.55W.

EGPB AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPB3144) 15/APPROACH 33/ TAKE-OFF	BUILDING	595526.41N 0012120.32W	373 FT	13 FT	No	-
(EGPB3143) 33/TAKE-OFF	BUILDING	595526.41N 0012120.20W	372 FT	13 FT	No	-
(EGPB4946) 33/TAKE-OFF	BLDG	595525.45N 0012112.61W	357 FT	8 FT	No	-
(EGPB3138) 15/APPROACH 33/ TAKE-OFF	BUILDING	595431.45N 0012033.66W	258 FT	9 FT	No	-
(EGPB5383) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595334.96N 0011840.63W	180 FT	18 FT	No	-
(EGPB5374) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595333.49N 0011843.66W	163 FT	19 FT	No	-
(EGPB4852) 15/APPROACH 33/ TAKE-OFF	BLDG	595320.79N 0011826.37W	131 FT	27 FT	No	-
(EGPB4797) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595310.37N 0011824.82W	113 FT	25 FT	No	-
(EGPB4802) 15/APPROACH 33/ TAKE-OFF	BLDG CHIMNEY	595307.55N 0011818.72W	82 FT	16 FT	No	-
(EGPB4771) 15/APPROACH 33/ TAKE-OFF	BLDG	595303.37N 0011816.20W	68 FT	20 FT	No	-
(EGPB5608) 15/APPROACH 33/ TAKE-OFF	MOBILE OBSTACLE	595256.74N 0011810.87W	34 FT	16 FT	No	-
(EGPB5565) 15/TAKE-OFF	MOBILE OBSTACLE	595216.32N 0011657.93W	33 FT	16 FT	No	-

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPB5564) 15/TAKE-OFF	MOBILE OBSTACLE	595216.31N 0011658.13W	33 FT	16 FT	No	-
(EGPB5560) 33/APPROACH	MOBILE OBSTACLE	595214.52N 0011658.96W	40 FT	16 FT	No	-
(EGPB5561) 33/APPROACH	MOBILE OBSTACLE	595214.48N 0011658.79W	40 FT	16 FT	No	-
(EGPB5546) 33/APPROACH	MOBILE OBSTACLE	595214.43N 0011709.75W	30 FT	16 FT	No	-
(EGPB5558) 33/APPROACH	MOBILE OBSTACLE	595213.71N 0011659.70W	41 FT	16 FT	No	-
(EGPB5559) 33/APPROACH	MOBILE OBSTACLE	595213.67N 0011659.53W	42 FT	16 FT	No	-
(EGPB5556) 33/APPROACH	MOBILE OBSTACLE	595212.98N 0011700.75W	42 FT	16 FT	No	-
(EGPB5557) 33/APPROACH	MOBILE OBSTACLE	595212.90N 0011700.61W	43 FT	16 FT	No	-
(EGPB5294) 33/APPROACH 15/ TAKE-OFF	WALL	595212.80N 0011659.68W	37 FT	3 FT	No	-
(EGPB5554) 33/APPROACH	MOBILE OBSTACLE	595212.62N 0011702.44W	42 FT	16 FT	No	-
(EGPB3389) 33/APPROACH 15/ TAKE-OFF	MOBILE OBSTACLE	595207.07N 0011644.97W	109 FT	16 FT	No	-
(EGPB5189) 15/TAKE-OFF	BLDG CHIMNEY	595203.28N 0011654.36W	101 FT	34 FT	No	-
(EGPB5191) 33/APPROACH 15/ TAKE-OFF	BLDG AERIAL	595202.94N 0011654.70W	102 FT	37 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPB4684)	MAST	595710.39N 0011827.59W	1077 FT	229 FT	No	-
(EGPB3156)	TELEGRAPH POLE	595446.66N 0011814.95W	239 FT	24 FT	No	-
(EGPB5622)	RADAR	595421.07N 0012257.09W	964 FT	37 FT	No	-
(EGPB5002)	MAST	595420.06N 0012256.76W	982 FT	53 FT	No	-
(EGPB3168)	TELEGRAPH POLE	595349.47N 0011813.78W	292 FT	26 FT	No	-
(EGPB5009)	UTILITY POLE	595341.95N 0011827.57W	298 FT	24 FT	No	-
(EGPB5384)	POLE	595341.52N 0011830.40W	303 FT	13 FT	Yes Red	-
(EGPB5066)	UTILITY POLE	595323.52N 0011710.47W	198 FT	27 FT	No	-
(EGPB5149)	BLDG OBS LT	595243.53N 0011800.82W	78 FT	52 FT	Yes Red	-
(EGPB5328)	LIGHTNING CNDR	595204.15N 0011623.43W	383 FT	51 FT	Yes Red	-

EGPB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.

3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF surface: Asphalt PCR 42/F/B/X/U 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.

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.

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); and by arrangement.
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	Sat-Mon 0530-2200 (0430-2100), Tue-Fri 0400-2200 (0300-2100); and by arrangement. 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 with prior permission required. 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	-
4	True BRG of FATO	-
5	Declared distance available	-
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: 0530-2200 (0430-2100), Tue-Fri: 0400-2200 (0300-2100); and by arrangement.	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.	-	-	-	Teesside Approach used in event of total radar failure. 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 0530-2200 (0430-2100), Tue-Fri 0400-2200 (0300-2100); and by arrangement.	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 0530-2200 (0430-2100), Tue-Fri 0400-2200 (0300-2100); and by arrangement.	
ATIS	TEESSIDE INFORMATION	132.380 DOC 60 NM/ 20,000 FT.	-	-	H24	AUTO METAR produced outside aerodrome opening hours.
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.

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	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.
DME	ITD	22X 108.500 MHz	HO	543029.99N 0012540.96W	137 FT	(RWY 23) On AD. DME freq paired with ILS I-TSE and I-TD. Zero range indicated at THR of Runway 05 and 23.
NDB (L) 0.68°E (2027)	TD	347.500 kHz	HO	543337.87N 0012001.10W	-	Located at 3.9 DME I-TD. Range 25 NM.

EGNV AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

a) All aircraft using Teesside International Airport and its facilities are required to have third party liability insurance cover in the sum of at least £500,000 sterling. Proof of this insurance must be available for inspection at any time whilst the aircraft is at Teesside International Airport.
b) Aerobatics and other unusual flight manoeuvres or aerial activities are prohibited within the ATZ unless prior written permission has been obtained from the Managing Director of Teesside International Airport Ltd.
c) Aircrew are to wear high visibility jackets whilst on the aprons and movement areas.
d) Booking out details will not be accepted via RTF.
e) Aerodrome not available to aircraft unable to communicate with ATC by radio.
f) Extensions available outside published aerodrome hours with prior permission required. As per landing fees and charges via the Airport Duty Manager, Tel: 01325-331008.

2 GROUND MOVEMENT

a) All taxiways are 15 M wide, apart from Bravo (central taxiway - 23 M). Aircraft requiring greater width must enter or vacate Runway 05/23 via the Bravo Taxiway.

3 CAT II/III OPERATIONS

a) Teesside is not equipped for CAT II/III operations, however, Low Visibility Procedures are used to protect CAT 1 operations.
b) Safeguarding commences when the visibility reduces to 1500 M and is expected to decrease, or the cloud ceiling reduces to 300 FT and is expected to decrease.
c) LVPs will commence when the visibility or RVR is 800 M or less, or the cloud ceiling reduces below 200 FT.

4 WARNINGS

a) Deer hazard, aircrews to report any sightings to ATC.
b) Bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed, however, pilots may occasionally be requested to slightly delay a departure or arrival if any potential hazard persists.
c) Model aircraft flying takes place at Redmarshall, 3.7 NM NE of Teesside Aerodrome from 0930 (0830) to SS. Aircraft will remain within 500 M of the site not above 400 FT AGL. ATC will advise when aircraft between 7 KG and 25 KG are operating.
d) A HEMS base is located within Teesside CTR/ATZ. The site lies 1.2 NM North East of Runway 23 threshold and 600 M from 23 FAT. Co-ordinates 543130N 0012258W. The helicopter will not lift without permission from ATC.
e) L159 Fast Jets may operate inside Class D Airspace in excess of 250 KT IAS with ATC permission.
f) Caution - on approach to Runway 23, road lights on adjacent road may cause distraction.

5 HELICOPTER OPERATIONS

a) All helicopters to integrate into traffic pattern/circuit. Training is PPR from ATC, Tel: 01325-331020. There is no dedicated training area.

6 USE OF RUNWAYS

a) Runway 05/23 shall be accessed by Taxiways Alpha, Bravo, Charlie and Delta.
b) Hold C is situated north side approximately 550 M from 05 threshold. Pilots vacating the runway at Hold C must establish the aircraft on and follow the lead off taxi guidance markings and when applicable the centreline lighting and not attempt to cut the corner. ATC will advise when Hold C is available for use.

c) At both ends of Runway 05/23, its width is twice that of the associated edge lights due to extra pavement at the northwest side. Pilots should ensure that they are correctly lined up, especially if take-off is at night, when the runway is contaminated, or in low visibility. The yellow taxiway centre-line marking supplemented with green reflective studs must be followed until alignment with runway centre-line lights is achieved.
d) Aircraft unable to accept the non-standard 15 M wide taxiways should back-track and vacate at taxiway Bravo. See also paragraph 2b above.
e) Aircraft requiring more than runway width (45 M) to turn should turn at the end of the runway where extra width is available. All aircraft turning on the runway should execute gentle turns.

7 TRAINING

a) Operators intending to follow a programme of training flights should obtain prior approval from the Airport Duty Manager: Tel: 01325-331008; Email: dutymanagers@teesideinternational.com.
b) All Airline or aircraft above 5700 KG training flights shall be carried out subject to the following conditions:

i. Circuits shall be at a height specified by ATC, but at a minimum of 1500 FT AAL;
ii. circuits will be variable in direction, left or right hand, in accordance with ATC instructions;
iii. aircraft are to be flown in such a manner as to avoid flight over built up areas in the vicinity of the airport whenever practicable.

c) The published circuit height for aircraft up to 5700 KG MTWA is not to be flown above 1500 FT QNH.

EGNV AD 2.21 NOISE ABATEMENT PROCEDURES

These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.

a) Operators of all aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) Turbojet and turboprop aircraft approaching Teesside International Airport will be expected to conform to the continuous descent and low power, low drag approach procedures. To facilitate this technique, aircraft should fly within the speed band of 210 KT to 240 KT during the approach phase reducing to the band 160 KT to 180 KT at a range of 12 NM from touchdown and maintain 160 KT from 8 NM to 4 NM DME from touchdown.
c) ATC, in the interests of accurate spacing, as required may request specific speeds and pilots are thus requested to comply with the speed adjustments as promptly as possible within the constraints of their operating procedures. Pilots will advise ATC if circumstances necessitate a speed change for aircraft performance reasons.
d) ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance to run will be given between this descent clearance and the instruction to turn onto the intercept heading for the ILS localiser.
e) Military aircraft will be vectored for an ILS approach, except during a mass visual recovery in the case of emergency diversions.
f) Ground running of aircraft engines is subject to regulations and control. All ground running must be pre-arranged with the Airport Duty Manager and the appropriate documentation completed. Ground running of aircraft engines is not permitted between 2200-0700 (2100-0600).
g) Aircraft are to avoid overflying nearby villages of Middleton St George, Middleton-One-Row, Yarm and Eaglescliffe wherever practicable.

EGNV AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) The standard routes for aircraft inbound from the Airways System are as follows:

Approach from	Via	Route
South and Southwest	Y250 P18	Leave airways via GASKO to TD NDB
North and Northwest	P18	Leave airways via TILNI to TD NDB

b) Aircraft inbound to EGNV leaving the airways system from the southeast via ERKIT are subject to the availability of derogated services in Class G airspace. Clearance to enter EGNV CTR/CTA should be requested at least 10 minutes before reaching the CTR/CTA boundary.
c) That portion of the transit through Class G airspace, pilots may encounter conflicting VFR traffic.
d) Aircraft may be vectored outside the notified airspace for approaches to Runway 05/23 due to controlled airspace constraints. See ENR 1.6 section 1.4.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Aircraft intending to join the airways system should flight plan via the following routes:

Outbound to	Via	Route
South and Southwest	P18 P16	GASKO – POL (below FL 190) GASKO – RIBEL (FL 190 and above)
Southeast	Y250 for L60 and L603	GASKO – Y250 – MAMUL
	N110 for Y70 and L603	ERKIT N110 ABTOS (for Y70) ERKIT N110 DOLAS (for L603)
North and Northwest	P18	TILNI – P18

b) A portion of the transit is through an area of Class G airspace where pilots may encounter conflicting VFR traffic.
c) IFR aircraft to expect departure instructions on taxi.

3 TRANSIT AIRCRAFT

a) Aircraft wishing to transit controlled airspace should request a crossing clearance at least 10 minutes flying time or 20 NM, whichever is earlier, before reaching the CTR/CTA boundary.

4 VISUAL REFERENCE POINTS (VRP)

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

5 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Teesside controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Teesside Radar channel, 118.855, are encouraged to select SSR code 7047.

544003N 0015830W - 541152N 0014544W -
541145N 0010539W - 542950N 0003714W -
544655N 0010255W - 544746N 0012813W -
544003N 0015830W.

b) Selection of code 7047 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
c) Whilst squawking 7047 pilots should be aware that Teesside Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 7047 shall be deselected.
e) Pilot’s who intend to transit Teesside CTR/CTA should still contact Teesside Radar on 118.855 for a service and clearance if required.
f) Pilots operating at adjacent aerodromes such as RAF Leeming, RAF Topcliffe and Sutton Bank BGA are to select the most appropriate frequency to their location and The Rules of the Air Regulations 2015 and be aware that within the MATZ and the area proximate to it, in the notified FMC, may contain high performance military aircraft.

EGNV AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGNV AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNV-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNV-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGNV-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNV-5-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 05 - ICAO
AD 2.EGNV-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 05 - ICAO
AD 2.EGNV-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO
AD 2.EGNV-8-3

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 23 - ICAO
AD 2.EGNV-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 23 - ICAO
AD 2.EGNV-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO
AD 2.EGNV-8-6
INSTRUMENT APPROACH CHART NDB(L) RWY 23 - ICAO
AD 2.EGNV-8-7

EGNV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHO1202)	MAST	511222.26N 0013556.29W	356 FT	NIL	Yes White strobe HJ/Flashing red HN	-

EGHO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

INTENTIONALLY BLANK

EGHO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
07	066.91°	969 x 23 M	RWY surface: Asphalt -	511235.59N 0013606.89W 155.3 FT	THR 303.6 FT -	-
25	246.91°	969 x 23 M	RWY surface: Asphalt -	511245.23N 0013530.89W 155.3 FT	THR 305.6 FT -	-
12	122.84°	757 x 31 M	RWY surface: Grass -	511243.15N 0013613.43W 155.3 FT	THR 318.9 FT -	-
30	302.85°	757 x 31 M	RWY surface: Grass -	511229.89N 0013540.64W 155.3 FT	THR 278.5 FT -	-

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
-	-	1029 x 65 M	-	-	-	RWY 07 Threshold displaced by 180 M.
-	-	1029 x 65 M	-	-	-	RWY 25 Threshold displaced by 29 M.
-	-	817 x 73 M	-	-	-	RWY 12
-	-	817 x 73 M	-	-	-	RWY 30

EGHO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	**2**	**3**	**4**	**5**	**6**
07	799 M	799 M	799 M	789 M	-
25	799 M	799 M	799 M	799 M	-
12	757 M	757 M	757 M	757 M	-
30	757 M	757 M	757 M	757 M	-

EGHO AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGHO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	-
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	Obstacle lighting.

EGHO AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF HELI ALPHA: 511232.17N 0013601.39W, 155.3 FT TLOF HELI BRAVO: 511244.10N 0013618.91W, 155.3 FT
2	TLOF and/or FATO elevation	TLOF HELI ALPHA: 288.7 FT TLOF HELI BRAVO: 326.4 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	-
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGHO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
THRUXTON ATZ A circle, 2 NM radius, centred at 511240N 0013549W on longest notified runway (07/ 25)	Upper limit: 2319 FT ALT Lower limit: SFC	G	THRUXTON RADIO English	-	0900-1700 (0800-1600).	ATZ 2000 FT AAL.

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	-	-

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	-	-	-	-	THR 37.0 FT -	-
23	-	-	-	-	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 -	-

EGNL 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 0.01°E (2027)	IWL	110.150 MHz	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540804.58N 0031611.71W	-	(RWY 35) DME instead of markers.
ILS/GP	IWL	334.250 MHz	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540732.55N 0031602.81W	-	3.5° ILS Ref Datum Hgt 33 FT.
NDB (L) 0.01°E (2027)	WL	385.000 kHz	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540738.72N 0031552.02W	-	On AD. Range 25 NM. Normally radiates H24.
ILS/DME	IWL	38Y	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540737.80N 0031552.61W	52 FT	(RWY 35) On AD. DME freq paired with LOC I-WL. Zero range is indicated at THR of Runway 35. DOC 25 NM/10,000 FT.

EGNL AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) No aircraft is permitted to land at Walney, except in an emergency, when ATS is not available.
b) Use of ILS/NDB/RNP (including training) is strictly PPR.
c) Aircraft that use the ILS Glidepath element for descent must comply with a local ILS RDH requirement that the glidepath receiver antennas on the aircraft and the distance to the lowest part of a fully extended undercarriage must not exceed two metres.
d) Non-radio aircraft not accepted.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Pilots must avoid the EGR445 Barrow-in-Furness. A circle radius 0.5 NM centred on 540635N 0031410W SFC to 2000 FT ALT.
b) Poor R/T coverage at low level to the north - east north east of the AD due topography.
c) Runway 23 Night-time approaches: Aircraft are warned not to descend below the indicated PAPI "on-slope" indication due to an obstruction-chimney (219 FT - Lit) on approach. As described in EGNL AD 2.10, Obstructions - in circling area and at aerodrome.
d) Windshear warning - pilots are warned that windshear can occur on final approach over Walney Channel to the threshold Runway 23, especially when the tide is out and the surface wind is down Runway 23 at a speed of 15-20 KT.
e) Multiple cranes operating within an area bounded by co-ordinates: 540633.6N 0031340.6W - 540618.3N 0031257.6W - 540608.6N 0031313.7W - 540618.2N 0031350.0W - 540603.0N 0031402.2W - 540611.0N 0031417.3W - 540626.4N 0031427.6W - 540637.0N 0031425.2W - 540642.4N 0031420.2W - 540633.6N 0031340.6W. Maximum Elevation 335 FT. Height 308 FT AGL. All cranes will have obstruction lighting.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Runway 05/23 is an unlicensed runway.

7 TRAINING

Not applicable

EGNL AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGNL AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Aircraft arriving from the south for a straight-in approach to the instrument approach procedures to Runway 35 should route via:

Name	Co-ordinates	Terminal Area
TUNUP	535548N 0031103W	EGNL RWY 35 IAF ILS/DME/NDB(L), LOC/DME/NDB(L) and NDB(L)/DME

b) Warton Radar provides approach control service to Walney.
c) Outside of Warton Radar hours of operation refer to UK AIP EGNO AD 2.22, Section 3.

2 COMMUNICATIONS & SSR

a) Aircraft in communication with Walney ATS may be allocated a conspicuity squawk of 4576. Aircraft must not select this squawk unless instructed to do so by ATS.

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNO3316)	PYLON	534745.36N 0025056.68W	246 FT	164 FT	No	-
(EGNO3318)	PYLON	534723.96N 0025040.13W	257 FT	162 FT	No	-
(EGNO10010)	HV PYLON	534634.98N 0024910.65W	242 FT	174 FT	No	-
(EGNO10009)	HV PYLON	534623.90N 0024855.48W	250 FT	187 FT	No	-
(EGNO3210)	PYLON	534604.94N 0025358.93W	217 FT	136 FT	No	-
(EGNO3214)	PYLON	534553.21N 0025211.05W	205 FT	127 FT	No	-
(EGNO3141)	PYLON	534522.92N 0024602.24W	296 FT	272 FT	No	-
(EGNO3140)	PYLON	534515.60N 0024555.21W	304 FT	272 FT	No	-
(EGNO3343)	PYLON	534515.06N 0024559.47W	277 FT	245 FT	No	-
(EGNO10024)	HV PYLON	534508.70N 0025041.47W	101 FT	85 FT	No	-
(EGNO5697)	BUILDING	534456.52N 0025211.37W	83 FT	30 FT	No	-
(EGNO6998)	FENCE	534454.85N 0025211.49W	64 FT	10 FT	No	-
(EGNO11391)	GP MAST	534448.78N 0025214.07W	95 FT	51 FT	Yes Red	-
(EGNO11384)	MAST LC	534448.44N 0025326.66W	125 FT	90 FT	Yes Red	-
(EGNO10253)	MAST	534444.72N 0025334.41W	90 FT	57 FT	Yes Red	-
(EGNO11389)	MAST LC	534444.38N 0025350.76W	131 FT	101 FT	Yes Red	-
(EGNO10254)	ATC ANEMOMETER	534444.30N 0025320.12W	86 FT	46 FT	No	-
(EGNO10252)	MAST	534443.84N 0025333.25W	75 FT	41 FT	Yes Red	-
(EGNO3047)	MAST	534433.16N 0025151.74W	126 FT	77 FT	No	-
(EGNO5856)	TACAN	534430.29N 0025306.56W	108 FT	74 FT	Yes Red	-
(EGNO11023)	BUILDING CHIMNEY	534424.46N 0025250.48W	125 FT	90 FT	Yes Red	-

EGNO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self-briefing in BAE Systems Civil Ops.
6	Flight documentation Language(s) used	Charts available. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Self-briefing in BAE Systems Civil Ops.
8	Supplementary equipment available for providing information	ATIS 121.730 MHz, Telephone 01772-856060.
9	ATS units provided with information	WARTON

10	Additional information (limitation of service, etc.)	Warton provides Met observations half hourly during aerodrome operating hours.

EGNO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	071.15°	2420 x 44 M	RWY surface: Asphalt, Grooved PCR 550/F/C/W/U	534429.77N 0025401.22W 171.3 FT	THR 30.1 FT -	RWY 07 0.003% Up RWY 25 0.003% Down
25	251.18°	2420 x 44 M	RWY surface: Asphalt, Grooved PCR 550/F/C/W/U	534454.39N 0025159.51W 171.2 FT	THR 54.5 FT -	RWY 07 0.003% Up RWY 25 0.003% Down

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	278 x 150 M	2476 x 280 M	240 x 90 M -	-	-	RWY 07 Threshold displaced by 63 M. Runway instrument strip is infringed in 3 areas, see AD 2.20 para 3. Runway 07 longitudinal slopes are a maximum of 1.03% in the final 450 M. Runway 07 transverse slopes vary between 0.12% and 1.65%. Half width starter extension is for use by trials aircraft only.
-	149 x 150 M	2476 x 280 M	90 x 90 M -	-	-	RWY 25 Runway instrument strip is infringed in 3 areas, see AD 2.20 para 3. Runway 25 longitudinal slopes are a maximum of 1.03% in the first 450 M. Runway 25 transverse slopes vary between 0.12% and 1.65%. Half width starter extension is for use by trials aircraft only. A soft ground arrestor bed is located 71 M beyond the end of the paved surface. OFZ: Yes.

EGNO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2419 M	2697 M	2419 M	2356 M	-
25	2341 M	2490 M	2341 M	2341 M	-

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

INTENTIONALLY BLANK

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)

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	IWQ	333.800 MHz	Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	534448.79N 0025214.02W	-	(RWY 25) 3° ILS Ref Datum Hgt 46 FT.
NDB 0.21°E (2027)	WTN	337.000 kHz	Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	534505.93N 0025108.36W	-	Range 15 NM. Normally radiates H24.
ILS/DME	IWQ	36X	Mon-Thu 0730-1900 (0630-1800); Fri 0730-1700 (0630-1600).	534439.64N 0025254.04W	56 FT	(RWY 25) On AD. DME freq paired with ILS I-WQ. Zero range is indicated at THR of Runway 25. Range 25 NM. Not to be used as an en-route navigation aid.

EGNO AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of the aerodrome is strictly PPR from Civil Ops for all visitors.
b) Use of the aerodrome is strictly PPR from ATC for all instrument and circuit training.
c) Civil private licence circuit training is not permitted when fast jet traffic is in the visual circuit.
d) High visibility clothing must be worn on the apron at all times.
e) During RVR/Low visibility procedures movements restricted to one aircraft at a time.
f) ATC permission required for all aircraft engine starts.
g) Aerodrome not available to aircraft unable to communicate by radio.

2 GROUND MOVEMENT

Due to surrounding topography, the use of Taxiway Echo is restricted to aircraft with a wingspan of 16.3 M or less.

3 WARNINGS

a) Large concentrations of birds are a year round hazard to aircraft due to the aerodrome location on a river estuary.
b) Geese activity is present in the vicinity of the aerodrome from September to April. Skeins range from 10 to 500 birds but can be in significantly larger numbers. Most activity takes place in daylight but the birds may be present at any time of day or night up to 2000 FT.
c) Rotary Hydraulic Arrestor Gear (RHAG) are used on Runway 07/25 to stop military aircraft overrunning the runway in the event of an emergency. The cables are recessed into the runway and are only raised for military aircraft operations.
d) Final approach tracks to RWY 25 Warton and RWY 28 Blackpool converge at approximately 2.5 NM from Warton touchdown zone. Pilots should exercise caution when visually identifying Warton.
e) Restricted Area EGR312 and Blackpool ATZ are in close proximity to the aerodrome.
f) An ATC Mobile Caravan is positioned close to the active threshold of Runway 07/25 when test flying is taking place.
g) Runway 07/25 is treated as an instrument runway for safeguarding purposes. However, owing to real estate limitations, the runway is restricted to visual status. The following runway strip infringements exist:

- Abeam the threshold of Runway 07 on the northerly side, the runway strip narrows to 106 M due to a fence and a line of trees.
- Over the first 880 M of Runway 25 on the northerly side, the runway strip narrows to 91 M due to fences, trees and third party property.
- Over the first 718 M of Runway 25 on the southerly side, the runway strip narrows to 92 M due to fences, trees, a road and third party property.

h) Hazard from EGR Detuners which emit high velocity vertical jet efflux. Overflight of these facilities below 500 FT is prohibited for helicopters and light aircraft at all times.
i) The simple approach lighting system for Runway 07 is non-standard in the following areas due to the approach lighting extending through private land and into the marsh area in the Ribble Estuary:

- There is an additional crossbar sited in the approach. The spacing, widths and number of lights are irregular.
- 1st crossbar at 568 M, 18 M width and 2 lights.

- 2nd crossbar at 839 M, 36 M width and 4 lights.
- Reduced centre-line lighting with 90 M spacing instead of 60 M.
- High intensity white lighting is provided to a distance of 1030 M from the threshold.

j) The precision approach category I lighting system for Runway 25 is non-standard in the following areas due to the approach lighting extending through private land:

- Crossbars have irregular spacing.
  - 1st at 135 M
  - 2nd at 135 M
  - 3rd at 135 M
  - 4th at 175 M
  - 5th at 150 M
- There is single centre-line light source out to the third crossbar, then two light sources for the remainder of the approach lighting.
- There are a reduced number of extended centre-line lights, with an average spacing of 45 M.
- The lighting consists of a red T bar commencing at the 3rd crossbar to provide circling guidance.

k) The edge lighting on Taxiway Delta is located at the extremity of the paved surface and not at the edge of the taxiway. The taxiway is 23 M wide and the paved surface is 46 M wide.
l) Floodlighting on all aprons is limited.
m) At weekends when the aerodrome is closed, a 4 M wide illuminated cross is located at the threshold to indicate the runway is closed. Siting on either 07/25 threshold is dependent on wind conditions. This is a mitigation to help prevent pilots misidentifying Warton for Blackpool.

4 HELICOPTER OPERATIONS

Helicopter Landing Areas are located adjacent to Stands 1, 10, 11, 32, 33 and 34.

5 USE OF RUNWAYS

a) Access to the runway thresholds will require a backtrack from all taxiways.
b) Limited turning circles are available at either end of Runway 07/25.
c) Unless an AOC holder has state approved less restrictive minima, take-offs in RVR less than 400 M will not be permitted as Runway 07/25 is not equipped with centre-line lighting.
d) All circuits are to the south of Runway 07/25.

6 TRAINING

a) Use of the aerodrome is strictly PPR from ATC for all instrument and circuit training.
b) Priority will be given to test and experimental flying.
c) Hazard from EGR Detuners which emit high velocity vertical jet efflux. Overflight of these facilities below 500 FT is prohibited for helicopters and light aircraft at all times.
d) All circuits are to the south of Runway 07/25.

EGNO 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) Westerly departures should avoid overflying the town of Lytham.
c) Easterly departures should avoid remaining low or initiating full power climb overhead the town of Preston.

EGNO AD 2.22 FLIGHT PROCEDURES

1 GENERAL

a) Priority will be given to test and experimental flying.
b) Aircraft transiting the Warton MATZ flying at or below 3500 FT will be instructed to set the Warton QNH.
c) Pilots wishing permission to enter Warton ATZ should in the first instance attempt to obtain that permission from Warton ATC on 129.530 MHz. If no response is obtained from Warton ATC, pilots must obtain permission from Blackpool ATC on 119.955 MHz.
d) When flying within the Warton ATZ upon the basis of a permission obtained from Blackpool ATC, a continuous watch must be maintained on the Blackpool ATC frequency of 119.955 MHz. Pilots must communicate their position and altitude to Blackpool ATC. Blackpool ATC is itself not manned H24. Accordingly, it may be that pilots will be unable to obtain positive flight information from either Warton ATC or Blackpool ATC. In that event they are to assume the ATZ to be active and remain clear.

2 CIRCUITS

a) All circuits are to the south of Runway 07/25 at 1000 FT.

EGBW 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**
18/APPROACH 36/TAKE-OFF	Vehicles on Road	521152.99N 0013654.16W	167 FT	-	No	-
23/APPROACH 05/TAKE-OFF	Storage Building	521139.00N 0013621.00W	198 FT	-	No	-
23/APPROACH 05/TAKE-OFF	Trees	521127.13N 0013637.46W	186 FT	-	No	-
05/APPROACH 23/TAKE-OFF	Vehicles on Road	521111.15N 0013708.04W	175 FT	-	No	-
36/APPROACH 18/TAKE-OFF	Concrete Posts	521102.68N 0013647.62W	160 FT	-	No	-
36/APPROACH 18/TAKE-OFF	Tree	521057.73N 0013648.52W	204 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**
-	Storage Building	521122.98N 0013641.87W	198 FT	-	No	-
-	Wooded Hill	521030.73N 0013654.75W	375 FT	-	No	-

EGBW 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/Unofficial METAR by 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	Warnings, F214/F215/F415, RPS internet/WIFI access.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	WELLESBOURNE MOUNTFORD
10	Additional information (limitation of service, etc.)	Unofficial MET available: www.wellesbourneairfield.com/weatherdisplay.html.

EGBW 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	045.90°	587 x 18 M	RWY surface: Asphalt -	521114.08N 0013703.20W -	THR 159.0 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
23	225.90°	587 x 18 M	RWY surface: Asphalt -	521127.34N 0013641.29W -	THR 156.0 FT -	-
18	175.90°	917 x 23 M	RWY surface: Asphalt -	521146.67N 0013653.47W -	THR 152.0 FT -	-
36	355.90°	917 x 23 M	RWY surface: Asphalt -	521117.22N 0013650.22W -	THR 157.0 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
-	-	-	-	-	-	RWY 18
-	-	-	-	-	-	RWY 36

EGBW AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
18	917 M	917 M	917 M	917 M	-
36	917 M	917 M	917 M	917 M	-
05	587 M	587 M	587 M	587 M	-
23	587 M	587 M	587 M	587 M	-

EGBW 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 Light intensity high	APAPI -/3° 12 FT 88 M	-	-	On edge of paved area 60 M spacing Light intensity high	Red	-	-
36	-	Green Light intensity high	APAPI -/4.25° 12 FT 66 M	-	-	On edge of paved area 60 M spacing Light intensity high	Red	-	-

EGBW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 521127.50N 0013706.00W Flashing White.

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

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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).	-

EGCW 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	WPL	106Y 115.950 MHz	0900-1700 (0800-1800).	523747.85N 0030913.73W	252 FT	On AD. Any VOR indications should be ignored. Due to terrain effects, the DME may unlock in two sectors, 055 to 155 MAG and 245 to 355 MAG; range error in these sectors may be experienced up to 0.3 NM. DOC 15 NM/25,000 FT.
NDB 0.21°E (2027)	WPL	323.000 kHz	0900-1700 (0800-1800).	523747.74N 0030913.90W	-	On AD. Range 10 NM. Normally radiates H24. Poor ADF performance may be experienced due to terrain effects.

EGCW AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Aerodrome is not available to aircraft unable to communicate by radio.
b) No solo flying training for the purpose of the grant of a licence shall take place when the visibility at the aerodrome is less than 8 KM or the cloud base is less than 2500 FT above aerodrome level.

2 GROUND MOVEMENT

a) The Northern Taxiway is limited to aircraft with a wing span no greater than 12.8 M.
b) Aircraft parking is on grass apron in summer season.
c) Power checks:

i. Rwy 22 – Alpha Hold (Avoid pointing propwash onto North Apron).
ii. Rwy 04 – Delta Hold.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) The aerodrome is located in the River Severn Valley with high ground on each side of the valley. Pilots are advised not to descend below safety height until on final approach after having positively identified the runway.
b) The fins of aircraft parked on the Southern Apron may infringe the aerodrome transitional area.
c) Trees infringe the transitional surface by 16 M, east-southeast of the aerodrome:

i. Single oak tree located 130 M south east of the centreline, 400 M from the north eastern end of the runway, 23 M tall;
ii. Row of poplars located 120 M south east of the centreline, 345 M from the south western end of the runway, 34 M tall.

d) Runway 04 Procedure – Aircraft holding on the far end turning pad are to hold at marker board Delta. Landing aircraft are to note that any aircraft holding at Delta will be abeam the undershoot, separated by 70 M from the displaced threshold.

5 HELICOPTER OPERATIONS

a) Light aircraft are warned of the possible effect of wake turbulence by preceding helicopters on approach or departure. 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 Air Ambulance EC145 Helicopter which may lift at short notice. Both Civil and Military Helicopter training takes place at the airfield, fields to the east and west of the runway are often used for hover practice.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

a) Rotary, fixed wing & microlight training takes place at this aerodrome.

EGCW AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid flying overhead Powis Castle.

EGCW AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Overhead Joins 2500 FT QFE.
b) Fixed Wing Circuit 22/04 LH 1500 FT AGL.
c) Rotary Circuit LH 22/04 1200 FT AGL inboard of fixed wing circuit.
d) State Position on first contact with Welshpool Radio.

EGCW AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCW AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGCW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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.

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
31	-	Green Light intensity low	-	-	-	Omni-directional White Light intensity low	Red Light intensity low	-	-

EGEW 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: 592102.35N 0025706.95W
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGEW AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 592104.87N 0025704.70W, -
2	TLOF and/or FATO elevation	TLOF: 29.8 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: Letter H
4	True BRG of FATO	-
5	Declared distance available	-
6	APP and FATO lighting	-
7	RMK	-

EGEW AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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EGEW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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EGEW AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGEW AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

All GA aircraft must park only on the clearly designated grass GA APRON. GA aircraft must not park on the main tarmac apron.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Visiting pilots should note that during periods of prolonged rainfall the grass runway can become very soft especially during the winter months.
b) **Runway 09/27:** Graded hardcore runway is generally unsuitable for light aircraft with low ground/propeller clearance due to unstabilised surface and as a result it would be advisable to carry out any power checks on the tarmac apron before departure.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGEW AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGEW AD 2.22 FLIGHT PROCEDURES

1 COMMUNICATION

a) RTF contact with Kirkwall (EGPA) recommended.

EGEW AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGEW AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGEW AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

		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	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	582719.63N 0030504.53W 167.3 FT	THR 114.3 FT TDZ 125.5 FT	-

EGPC 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 0.44°W (2027) 0.8°W (2022)	WIK	83X 113.600 MHz	Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).	582731.74N 0030601.34W	145 FT	VOR/DME DOC: 100 NM/50,000 FT (160 NM/50,000 FT in Sector R331-001). Available for approach and landing purposes only during the hours of APP.
NDB (L) 0.42°W (2027)	WCK	344.000 kHz	Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).	582648.11N 0030347.23W	-	Normally radiates H24. Range 30 NM. Available for approach and landing purposes only during the hours of APP.

EGPC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of this airport by aircraft not able to communicate with ATC by radio is strictly PPR.
b) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outwith the notified aerodrome hours of operation must comply with Highlands and Islands Airport Ltd Out of Hours Indemnity Scheme. Mandatory handling for Out of Hours applies to all aircraft not based at Wick. During periods when the aerodrome is snow closed to facilitate snow clearing and/or de-icing operations out of hours indemnities are suspended and no flights may operate. Details of the scheme and an application form can be obtained at: https://www.hial.co.uk/hial-group/general-aviation-4/1 or from HIAL Business Support Team, Email: bstdoccontrol@hial.co.uk.
c) Use of Wick aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
d) High visibility clothing must be worn airside at all times.

2 GROUND MOVEMENT

a) During periods of aircraft congestion on the apron, marshalling will be provided by HIAL.
b) Start-up requests are mandatory on all aprons.
c) Pilots must request and follow ATC taxi instructions.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Pilots are advised to exercise caution as this aerodrome has a deer hazard, particularly during the periods of dawn and dusk, 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.
c) In Winter months there is increased bird activity in the vicinity of the aerodrome due to over wintering geese.
d) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on the runway/taxiway strips and the area adjacent to the apron. Only marked taxiway to be used.
e) Loop Taxiway from Runway 13/31 through hold C, B & A, and North Taxiway through hold D and D1, is restricted to aircraft with an outer main gear wheel span not exceeding 8 M. Loop Taxiway through hold E and E1 is restricted to aircraft with an outer main gear wheel span not exceeding 6 M.

5 HELICOPTER OPERATIONS

a) Rotors running refuelling is available if Far North Aviation are provided with a copy of the Helicopter Operators written instructions regarding the aircraft, the required safety measures and the emergency procedures to be followed. All passengers must disembark before refuelling commences, unless in exceptional circumstances at the discretion of the aircraft commander.

6 USE OF RUNWAYS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

   i. **Runway 13/31.** 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.

b) Arriving aircraft on Runway 31 are required to backtrack and exit via Hold C. Pilots should commence backtrack as soon as practicable and successive inbound aircraft will be informed by ATC if required.
c) Departing aircraft are required to backtrack Runways 13 and 31 via Hold C. Backtracking should be as expeditious as possible. Pilots must inform ATC prior to entering the runway if they are aware that they will not be ready for departure on line up. Clearances or departure instructions will be issued during taxi.

7 TRAINING

a) The use of the airport for training purposes is subject to prior arrangement with ATC, Tel: 01955-602215, Ext 583.

EGPC AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable.

EGPC 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 Wick, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

3 RADIO COMMUNICATION FAILURE PROCEDURES

a) The pilot of a VFR flight experiencing communications failure should join overhead at 2000 FT and descend into the circuit pattern for the runway-in-use watching for light signals from the Tower all the while. Should a light signal not be forthcoming on turning onto final approach, the pilot should level off at not below 400 FT and fly parallel to the runway, and adjacent to the Tower, to attract attention.

4 CIRCUITS

a) Circuit Height: 1000 FT AAL unless directed by ATC.
b) Circuit Directions: Runway 13 - LH; Runway 31 - RH.
c) Joining instructions as directed by ATC.

5 VISUAL REFERENCE POINTS (VRP)

a) Castletown (Disused AD) and Loch Watten lack conspicuity at night and are unsuitable.
b) Castletown (Disused AD) is close to the let-down pattern for Runway 13, the direct arrival to Runway 13, the missed approach procedure for Runway 31, and helicopters on HMRIs X-RAY and YANKEE.
c) Loch Watten is close to the let-down pattern for Runway 13 and missed approach Runway 31.
d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

6 UK FLIGHT INFORMATION SERVICES

a) During notified ATC hours of service:

   i. A procedural ATS will be routinely applied to IFR flights. Pilots will be expected to accept levels, radials, tracks and/or time allocations that may require flight in IMC, to achieve planned deconfliction minima from other aircraft being provided with a procedural ATS;

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

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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 2.10 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.

EGBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24 -
3	Office responsible for TAF preparation Periods of validity	-
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self Briefing / Telephone.
6	Flight documentation Language(s) used	- English.
7	Charts and other information available for briefing or consultation	Metform F214 / F215.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	WOLVERHAMPTON/HALFPENNY GREEN
10	Additional information (limitation of service, etc.)	Unofficial meteorological observations provided by FIS during AD hours.

EGBO 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	036.71°	646 x 18 M	RWY surface: Asphalt -	523059.16N 0021559.27W 166.2 FT	THR 260.2 FT -	-
22	216.71°	646 x 18 M	RWY surface: Asphalt -	523112.52N 0021542.94W 166.2 FT	THR 277.6 FT -	-
10	096.84°	1055 x 18 M	RWY surface: Asphalt -	523101.91N 0021602.11W 166.2 FT	THR 257.6 FT -	-
28	276.85°	1055 x 18 M	RWY surface: Asphalt -	523058.94N 0021521.55W 166.2 FT	THR 274.4 FT -	-
16	155.83°	1170 x 30 M	RWY surface: Asphalt -	523113.59N 0021542.44W 166.2 FT	THR 276.8 FT -	-
34	335.83°	1170 x 30 M	RWY surface: Asphalt -	523050.63N 0021525.55W 166.2 FT	THR 277.8 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
-	-	706 x 60 M	-	-	-	RWY 04 Threshold displaced by 131 M.
-	-	706 x 60 M	-	-	-	RWY 22
-	-	1115 x 60 M	-	-	-	RWY 10 Threshold displaced by 151 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
-	-	1115 x 60 M	-	-	-	RWY 28 Threshold displaced by 134 M.
-	-	1290 x 80 M	-	-	-	RWY 16 Threshold displaced by 206 M.
-	-	1290 x 80 M	-	-	-	RWY 34 Threshold displaced by 186 M.

EGBO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
16	1025 M	1025 M	1064 M	858 M	-
34	1096 M	1096 M	1096 M	910 M	-
10	799 M	799 M	799 M	799 M	-
28	799 M	799 M	799 M	799 M	-
04	646 M	646 M	646 M	515 M	-
22	515 M	515 M	515 M	616 M	-

EGBO 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
16	-	Light intensity high Green wingbars	PAPI Left/3.5° 43 FT	-	-	HI elev bi-directional with LI omni-directional component	Red	-	-
34	-	Light intensity high Green wingbars	PAPI Left/3.5° 47 FT	-	-	HI elev bi-directional with LI omni-directional component	Red	-	-

EGBO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 523055.92N 0021548.99W Flashing Green 'WBA'
2	LDI location and lighting Anemometer location and lighting	Anemometer: 523105.32N 0021544.29W (LGTD); 523055.77N 0021549.32W.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	Yes, 120 seconds.
5	Remarks	Reflective markers on taxiway centreline. Stands 1, 2 and 3 floodlit.

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	-
4	True BRG of FATO	-
5	Declared distance available	-
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.
c) 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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EGHG — YEOVIL/WESTLAND

EGHG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHG — YEOVIL/WESTLAND

EGHG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505624N Long: 0023932W Mid point of Runway 09/27.
2	Direction and distance from city	1 NM W of Yeovil.
3	Elevation / Reference temperature / Mean Low Temperature	202 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	163 FT
5	Magnetic Variation / Annual Change	0.55°E (2027) / 0.18°E
6	AD Administration Address Telephone	LEONARDO UK LTD Yeovil Aerodrome, Lysander Road, Yeovil, Somerset, BA20 2YB. 01935-475222
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	-

EGHG AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Thu 0900-1630 (0800-1530), Fri 0900-1530 (0800-1430); except PH.
2	Customs and immigration	By arrangement.
3	Health and sanitation	-
4	AIS Briefing Office	-
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	-
7	ATS	As AD hours. See also AD 2.18
8	Fuelling	By arrangement.
9	Handling	-
10	Security	-
11	De-icing	-
12	Remarks	This aerodrome is PPR. Available H24 for ambulance/medical and Police helicopters not required to use a licensed aerodrome.

EGHG AD 2.4 HANDLING SERVICES AND FACILITIES

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

EGHG AD 2.5 PASSENGER FACILITIES

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EGHG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category H3

2	Rescue equipment	-
3	Capability for removal of disabled aircraft	-
4	Remarks	-

EGHG AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Asphalt and grass Surface: Asphalt/Concrete/Grass
2	Taxiway width, surface and strength	-
3	Altimeter checkpoint location and elevation	-
4	VOR checkpoints	-
5	INS checkpoints	-
6	Remarks	-

EGHG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	-
2	Runway and taxiway markings and lighting	-
3	Stop bars and runway guard lights (if any)	-
4	Other runway protection measures	-
5	Remarks	WDIs: 505619.46N 0023954.83W; 505626.30N 0023905.49W (LGTD).

EGHG AD 2.10 AERODROME OBSTACLES

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.

EGHG 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	-
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	Self briefing in flight ops.
6	Flight documentation Language(s) used	Charts available. -
7	Charts and other information available for briefing or consultation	214, 215 & MET warnings available.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	YEOVIL/WESTLAND
10	Additional information (limitation of service, etc.)	Official/unofficial observations provided hourly during operational hours.

EGHG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	091.83°	1190 x 37 M	RWY surface: Grass -	505624.72N 0023958.43W 162.6 FT	THR 191.8 FT -	RWY 09 -1:105 Down RWY 27 1:105 Up
27	271.85°	1190 x 37 M	RWY surface: Grass -	505623.64N 0023905.28W 162.5 FT	THR 173.1 FT -	RWY 09 -1:105 Down RWY 27 1:105 Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
-	-	-	-	-	-	RWY 09 Runway not available to fixed-wing aircraft. Strip Dimensions: 1310 x 140 M Runway 09 threshold displaced by 152 M.
-	-	-	-	-	-	RWY 27 Runway not available to fixed-wing aircraft. Strip Dimensions: 1238 x 140 M

EGHG AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1190 M	1190 M	1190 M	1038 M	-
27	1118 M	1118 M	1118 M	1118 M	-

EGHG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
27	Simple approach lights. - Light intensity high	-	PAPI Left/4.5° 31 FT 122 M	-	-	-	-	-	-

EGHG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	-
2	LDI location and lighting Anemometer location and lighting	Anemometer: West: 505628.25N 0023953.54W (LGTD), East: 505626.73N 0023912.56W (LGTD).
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	Helicopter apron edge lighting.

EGHG AD 2.16 HELICOPTER LANDING AREA

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EGHG AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
YEOVIL/WESTLAND ATZ 505817N 0024035W - 505804N 0023747W thence clockwise by the arc of a circle radius 2 NM centred on 505624N 0023932W to 505817N 0024035W	Upper limit: 2202 FT ALT Lower limit: SFC	G	WESTLAND APPROACH English	3000 FT	Mon-Thu 0900-1630 (0800-1530), Fri 0900-1530 (0800-1430), except PH.	ATZ 2000 FT AAL.

EGHG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	WESTLAND APPROACH	130.805 DOC 25 NM/6000 FT.	-	-	Mon-Thu 0900-1630 (0800-1530), Fri 0900-1530 (0800-1430); except PH.	VDF 505628.35N 0023943.70W
TWR	WESTLAND TOWER	125.405 DOC 25 NM/4000 FT.	-	-	Mon-Thu 0900-1630 (0800-1530), Fri 0900-1530 (0800-1430); except PH.	VDF 505628.35N 0023943.70W

EGHG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	YVL	27Y 109.050 MHz	HO	505626.62N 0023914.47W	194 FT	On AD. DOC 25 NM. DME performance anomalies may be evident in the Sector 310-030 MAG including signal drop outs and range errors up to 0.5 NM.
NDB (L) 0.54°E (2027)	YVL	343.000 kHz	HO	505628.82N 0023951.93W	-	On AD. Range 20 NM.

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	-
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 3.10 HELIPORT 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.

EGLW AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
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	F214 UK Forecast Spot winds. F215 UK Low Level Forecast.
8	Supplementary equipment available for providing information	-
9	ATS units provided with information	-
10	Additional information (limitation of service, etc.)	Local Observations available during AD hours.

EGLW AD 3.12 HELIPORT DATA

1	Heliport type	Surface Level or Elevated depending on tidal state of River Thames (see AD 3.12.11 Remarks below).
2	TLOF dimensions	02: 37.97 M x 16 M 20: 37.97 M x 16 M
3	FATO, GEO bearing	02: 023.31° 20: 203.31°
4	FATO dimensions and surface type	02/20: 37.97 M x 16 M Surface: Concrete 11.4 M diameter.
5	TLOF surface and bearing strength	02 Surface: Concrete Platform. 16,330 KG. 20 Surface: Concrete Platform. 16,330 KG.
6	Co-ordinates of geometric centre TLOF or threshold of FATO	FATO 02: 512811.19N 0001046.73W FATO 20: 512812.32N 0001045.95W TLOF 02: 512811.19N 0001046.73W, 149 FT TLOF 20: 512812.32N 0001045.95W, 149 FT
7	TLOF and/ or FATO elevation and slope	FATO 02: 18 FT FATO 20: 18 FT TLOF 02: 18 FT TLOF 20: 18 FT
8	Safety area dimensions	TLOF 02: 38 M x 16 M TLOF 20: 38 M x 16 M
9	Helicopter clearway dimensions	02: Clearway River Thames
10	Obstacle-free sector	River Thames
11	Remarks	Tidal range of River Thames up to 7 M means heliport is 'elevated' for the majority of permitted operational hours (see Port of London Authority website (www.pla.co.uk) for Tide Tables and refer to entry for 'Chelsea' for local predicted tide states). Operators should ensure that they comply with the requirements for operating to an elevated heliport and, where appropriate, have been granted an approval by the competent aviation authority to do so.

EGLW AD 3.13 DECLARED DISTANCES

Declared distance	TODAH	RTODAH	LDAH	Remarks
1	2	3	4	5
02	38 M	38 M	38 M	-
20	38 M	38 M	38 M	-

EGLW 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: White variable intensity perimeter lights (3 stage intensity). 20: White variable intensity perimeter lights (3 stage intensity).
4	Aiming point lighting characteristics and location	02: Aiming point 512811.75N 0001046.34W. Soft sodium floodlighting. 20: Aiming point 512811.75N 0001046.34W. Soft sodium floodlighting.
5	TLOF lighting system characteristics and location	02: Aiming point Soft sodium floodlighting.
6	Remarks	-

EGLW AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location, characteristics and hours of operation	-
2	WDI location and lighting	Anemometer: 512812.06N 0001044.76W (unlit). Anemometer/WDI: 512810.02N 0001046.15W (Illuminated WDI with red obstruction light to mast).
3	TWY edge and centre line lighting	EDGE: Blue variable intensity TWY edge lights (3 stage intensity).
4	Secondary power supply/switch-over time	-
5	Remarks	-

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 discrection 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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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	-
(EGHK1068) 08/APPROACH 26/ TAKE-OFF	TREE	500747.47N 0053102.40W	62 FT	43 FT	No	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHK1234)	NATURAL_HIGHPOINT	500919.07N 0053009.54W	415 FT	0 FT	No	-
(EGHK1035)	TREES	500907.49N 0053120.61W	574 FT	47 FT	No	-
(EGHK1024)	NATURAL_HIGHPOINT	500907.33N 0053136.71W	509 FT	0 FT	No	-
(EGHK1212)	NATURAL_HIGHPOINT	500905.73N 0053030.59W	472 FT	0 FT	No	-
(EGHK1251)	PYLON	500902.11N 0052908.30W	295 FT	85 FT	No	-
(EGHK1247)	PYLON	500902.08N 0052918.55W	291 FT	92 FT	No	-
(EGHK1239)	PYLON	500902.06N 0052939.91W	349 FT	89 FT	No	-
(EGHK1017)	NATURAL_HIGHPOINT	500856.30N 0053203.18W	344 FT	0 FT	No	-
(EGHK1236)	BUILDING	500847.38N 0053001.35W	361 FT	16 FT	No	-
(EGHK1007)	NATURAL_HIGHPOINT	500846.83N 0053238.98W	443 FT	0 FT	No	-
(EGHK1226)	NATURAL_HIGHPOINT	500846.26N 0053018.88W	380 FT	0 FT	No	-
(EGHK1241)	NATURAL_HIGHPOINT	500844.07N 0052936.87W	323 FT	0 FT	No	-
(EGHK1051)	NATURAL_HIGHPOINT	500842.09N 0053113.31W	457 FT	0 FT	No	-
(EGHK1243)	CHURCH	500841.55N 0052935.99W	344 FT	86 FT	No	-
(EGHK1220)	NATURAL_HIGHPOINT	500839.08N 0053022.75W	367 FT	0 FT	No	-
(EGHK1242)	TREE	500838.21N 0052936.19W	314 FT	74 FT	No	-
(EGHK1021)	NATURAL_HIGHPOINT	500835.85N 0053151.23W	312 FT	0 FT	No	-
(EGHK1009)	NATURAL_HIGHPOINT	500832.57N 0053224.60W	377 FT	0 FT	No	-
(EGHK1250)	BUILDING	500828.78N 0052908.82W	129 FT	13 FT	No	-
(EGHK1218)	TREE	500826.65N 0053022.94W	346 FT	63 FT	No	-
(EGHK1003)	NATURAL_HIGHPOINT	500825.23N 0053256.56W	436 FT	0 FT	No	-
(EGHK1217)	TREE	500822.46N 0053024.99W	307 FT	65 FT	No	-
(EGHK1208)	TREE	500821.86N 0053029.91W	293 FT	71 FT	No	-
(EGHK1228)	NATURAL_HIGHPOINT	500821.39N 0053015.33W	219 FT	0 FT	No	-
(EGHK1240)	NATURAL_HIGHPOINT	500821.09N 0052936.75W	188 FT	0 FT	No	-
(EGHK1231)	TREE	500818.24N 0053011.11W	189 FT	36 FT	No	-
(EGHK1207)	TREE	500817.25N 0053030.17W	240 FT	64 FT	No	-
(EGHK1172)	TREE	500816.49N 0053043.46W	266 FT	36 FT	No	-
(EGHK1213)	TREE	500816.43N 0053026.69W	181 FT	57 FT	No	-
(EGHK1257)	WOOD	500815.62N 0052833.46W	137 FT	48 FT	No	-
(EGHK1013)	ELECTRIC POLE	500814.86N 0053213.06W	294 FT	55 FT	Yes Red	-

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHK1026)	TREE	500813.95N 0053130.37W	335 FT	52 FT	No	-
(EGHK1225)	TREE	500812.63N 0053017.57W	134 FT	44 FT	No	-
(EGHK1230)	TREE	500811.94N 0053010.80W	125 FT	43 FT	No	-
(EGHK1110)	TREE	500811.64N 0053055.44W	294 FT	44 FT	No	-
(EGHK1025)	TREE	500809.52N 0053132.12W	311 FT	74 FT	No	-
(EGHK1184)	TREE	500807.97N 0053040.92W	218 FT	30 FT	No	-
(EGHK1023)	TREE	500806.97N 0053133.47W	286 FT	84 FT	No	-
(EGHK1190)	ELECTRIC POLE	500806.65N 0053038.31W	192 FT	25 FT	No	-
(EGHK1170)	TREE	500805.02N 0053042.75W	217 FT	25 FT	No	-
(EGHK1042)	BUSH	500804.67N 0053113.44W	243 FT	27 FT	No	-
(EGHK1041)	WATER_TOWER	500759.91N 0053113.17W	171 FT	28 FT	Yes Red	-
(EGHK1248)	TREE	500759.37N 0052912.73W	140 FT	107 FT	No	-
(EGHK1147)	TREE	500758.60N 0053047.66W	146 FT	41 FT	No	-
(EGHK1249)	TREE	500758.37N 0052912.02W	137 FT	105 FT	No	-
(EGHK1263)	NATURAL_HIGHPOINT	500757.32N 0052812.42W	188 FT	0 FT	No	-
(EGHK1006)	WOOD	500757.01N 0053238.91W	374 FT	107 FT	No	-
(EGHK1032)	CHURCH	500756.65N 0053116.66W	169 FT	80 FT	No	-
(EGHK1261)	TREE	500755.31N 0052820.47W	215 FT	22 FT	No	-
(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	-

EGHK AD 3.13 DECLARED DISTANCES

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EGHK AD 3.14 APPROACH AND FATO LIGHTING

1	Approach lighting system type, length, intensity	-
2	Type of visual approach slope indicator system	-
3	FATO area lighting characteristics and location	-
4	Aiming point lighting characteristics and location	-
5	TLOF lighting system characteristics and location	MAIN: Edge Green Omni-Directional.
6	Remarks	-

EGHK AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location, characteristics and hours of operation	-
2	WDI location and lighting	Anemometer: Mast situated at 500751.65N 0053047.88W. Mast is lit with a solid red obstruction light.
3	TWY edge and centre line lighting	-
4	Secondary power supply/switch-over time	-
5	Remarks	-

EGHK AD 3.16 AIR TRAFFIC SERVICES AIRSPACE

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EGHK AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
OTHER	PENZANCE RADIO	120.060 A/G frequency.	-	-	Mon-Sat 0800-1700 (0730-1830).	-

EGHK AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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EGHK AD 3.19 LOCAL HELIPORT REGULATIONS

1 GROUND MOVEMENT

a) Helicopters may not be ground taxied. Movements between the hangar, apron and helipads are to be carried out by towing.

2 HELIPORT OPERATIONS

a) Helicopters will primarily be operated on the Scheduled Service to/from the Isles of Scilly by Starspeed Ltd. Other flights may be carried out for maintenance, positioning or by emergency services helicopters on a strictly PPR basis. All visiting pilots are to obtain a verbal briefing (Telephone) from Penzance Heliport Operations 01736-780950 on the flight paths required to conform with the Heliport Local Authority Planning Conditions.

3 TRAINING

a) Company helicopter training flights may be carried out in addition to the Scheduled Service.

EGHK AD 3.20 NOISE ABATEMENT PROCEDURES

1 GENERAL

a) Pilots are to avoid overflight of all local built-up areas as far as possible and are only to approach the heliport from the south over Mount's Bay. Departures from Penzance Heliport should be routed over the sea, as soon as practicable after take-off.

EGHK AD 3.21 FLIGHT PROCEDURES

1 ARRIVING AND DEPARTING

a) Land's End Radio Mandatory Zone (RMZ). See EGHC AD 2.17 & AD 2.22.
b) Helicopters are to avoid Marazion Nature Reserve (2 NM to the East) and Penzance Town (2 NM to the West) before routing over the sea to approach Penzance Heliport. The village of Longrock and St Michael's Mount should not be overflown.
c) Outbound aircraft are to conform to departure flight paths briefed to visiting pilots by Penzance Heliport Operations. All departures are to be routed over the sea, as soon as practicable after take-off.

2 CIRCUIT PROCEDURES

a) Circuits are to be flown to the south of the Heliport only.

3 VFR AND SPECIAL VFR FLIGHTS

a) All flights are to be conducted under VFR.

EGHK AD 3.22 ADDITIONAL INFORMATION

Not applicable.

EGHK AD 3.23 CHARTS RELATED TO A HELIPORT

HELICOPTER CHART - ICAO
AD 3.EGHK-2-1

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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	-

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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