UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 11/2024 - EFFECTIVE DATE: 31 Oct 2024

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

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

This AIRAC AMDT contains:

GEN 0.2	
GEN 0.3	
GEN 0.4	
GEN 1.6	Section 3.7 Coastline definition updated.
GEN 2.2	New PCR abbreviation added.
ENR 1.1	Section 4.1 Non-standard (NSFs) in controlled airspace - Updated. Section 4.4.4 Royal flight callsigns - 'TQF' amended to 'TKF'. Section 4.9 Civil air tests within the London FIR and UIR - New.
ENR 1.6	Paragraph 4.1.6 ATS units participating in the lower airspace radar - Plymouth Military (West) frequency converted to 8.33 kHz channel.
ENR 1.8	Paragraph 2.2 Aircraft not equipped with 8.33 kHz capable radios - PLYMOUTH MIL (WEST) entry removed from the table.
ENR 1.11	Section 3 VFR flight plan addressing - Belfast/City AFTN address changed.
ENR 2.1	SOUTHEND CTA 1 to CTA 10 - Update to Unit providing service.
ENR 2.2	COSFORD ATZ - Hours amended.
ENR 3.2	L89, L980, N17, P83, Q41, UP83, Y110, Z171 SAM radials updated.
ENR 4.1	BELFAST (BEL) VOR/DME - VOR bearing fluctuation warning added. GREEN LOWTHER (GLO) DME - DME coverage warning amended. SOUTHAMPTON (SAM) DME - DOC updated. WINSTONE (WIN) DME - DME coverage warning added.
ENR 4.5	FENLAND ABN characteristics revised.
ENR 5.1	AIRAC - Amendment to lateral dimensions and a designator of FBZs associated to EGD403B, EGD405 and EGD406A/B/C. Plymouth Military (West) frequency converted to 8.33 kHz channel for several airspaces. EGD012, EGD031, EGD138D, EGD710, EGD802 - Coastline definition added in Remarks. EGD407 WARCOP - Contact details updated.
ENR 5.2	AIRBORNE SURVEILLANCE AND CONTROL (ASAC) TRAINING AREA, NAVIGATIONAL FLYING TRAINING SOUTH WEST APPROACHES - Coastline definition added in Remarks.
ENR 5.3	NORTHERN OSA, SOUTHERN OSA - Coastline definition added in Remarks.
ENR 6	ENR 6-11 PLYMOUTH MIL (West) frequency converted to 8.33 kHz channel. ENR 6-75 PLYMOUTH MIL (West) frequency converted to 8.33 kHz channel. EGD407 WARCOP - Contact details updated.
AD 2.EGJA	AD 2.14 Approach and runway lighting - RWY 13/31 APAPI removed (Cancels SUP 023/2024).
AD 2.EGJA-2	AD 2 EGJA 2-1 RWY 13/31 APAPI removed.
AD 2.EGPR	AD 2.24 Charts related to an aerodrome - Page references - Editorial.
AD 2.EGAA	AD 2.19 Radio navigation and landing aids - VOR/DME BEL - VOR bearing fluctuation warning added.
AD 2.EGLK	AD 2.2 Aerodrome geographical and administrative data - Telefax number removed. AD 2.4 Handling services and facilities - Fuelling facilities/capacity updated. AD 2.5 Passenger facilities - Hotels, Restaurants and Transportation. AD 2.9 Surface movement guidance and control system and markings - RWY and TWY markings and lighting updated. Runway guard lights added. WDI locations added. AD 2.11 Meteorological information provided - New section added. AD 2.14 Approach and runway lighting - PAPI MEHT updated. AD 2.15 Other lighting, secondary power supply - TWY edge lighting revised. AD 2.20 Local aerodrome regulations - Airport regulations. AD 2.22 Flight procedures - General.
AD 2.EGLK-2	AD 2 EGLK 2-1/2-2 Revised due to incorporation of the latest aerodrome survey.
AD 2.EGHH	AD 2.19 Radio navigation and landing aids - SAM VOR/DME declination updated.
AD 2.EGGD	AD 2.9 Surface movement guidance and control system and markings - Stands. AD 2.20 Local aerodrome regulations - Ground movement.

AD 2.EGGD-2	AD 2 EGGD 2-1/2-2 Stands. Main apron construction area.
AD 2.EGSC	AD 2.10 Aerodrome obstacles - New crane C024.22.
AD 2.EGEC	AD 2.24 Charts related to an aerodrome - Page references - Editorial.
AD 2.EGHR	AD 2.11 Meteorological information provided - New.
AD 2.EGHA	AD 2.24 Charts related to an aerodrome - Page references - Editorial.
AD 2.EGTC	AD 2.6 Rescue and fire fighting services - RFFS category. AD 2.9 Surface movement guidance and control system and markings - WDI - Editorial. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - OFZ added.
AD 2.EGTC-2	AD 2 EGTC 2-1 Revised due to incorporation of the latest aerodrome survey.
AD 2.EGPN	AD 2.24 Charts related to an aerodrome - Page references - Editorial.
AD 2.EGNX	AD 2.24 Charts related to an aerodrome - Page references and a chart title - Editorial.
AD 2.EGPH	AD 2.9 Surface movement guidance and control system and markings - Remarks.
AD 2.EGPH-2	AD 2 EGPH 2-1/2-2/2-3 Buildings. GA apron.
AD 2.EGCL	AD 2.15 Other lighting, secondary power supply - ABN characteristics revised.
AD 2.EGCL-2	AD 2 EGCL 2-1 ABN morse.
AD 2.EGBJ	AD 2.10 Aerodrome obstacles - Revised.
AD 2.EGBJ-2	AD 2 EGBJ 2-1 Obstacles.
AD 2.EGJB	AD 2.23 Additional information.
AD 2.EGNR	AD 2.9 Surface movement guidance and control system and markings - WDI updated. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - Clearway dimensions updated. RESA dimensions added. AD 2.16 Helicopter landing area - TLOF geoid undulation updated.
AD 2.EGNR-2	AD 2 EGNR 2-1 Revised due to incorporation of the latest aerodrome survey.
AD 2.EGPE	AD 2.10 Aerodrome obstacles - Editorial - No change.
AD 2.EGBP	AD 2.8 Aprons, taxiways and check locations/positions data - Apron and TWY surface strength - PCN replaced with PCR. AD 2.12 Runway physical characteristics - RWY surface strength - PCN replaced with PCR. AD 2.24 Charts related to an aerodrome - Editorial.
AD 2.EGBP-2	AD 2 EGBP 2-1/2-2 PCN replaced with PCR.
AD 2.EGPA	AD 2.13 Declared distances - Intersection distances revised.
AD 2.EGHC	AD 2.10 Aerodrome obstacles - Obstacle removed. AD 2.24 Charts related to an aerodrome - Page references - Editorial.
AD 2.EGHF	AD 2.11 Meteorological information provided - TAF removed.
AD 2.EGNM	AD 2.9 Surface movement guidance and control system and markings - Editorial. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - THR Geoid undulation updated. AD 2.15 Other lighting, secondary power supply - Anemometer - Editorial.
AD 2.EGNM-2	AD 2 EGNM 2-1 Revised due to incorporation of the latest aerodrome survey.
AD 2.EGCM	AD 2.20 Local aerodrome regulations - Helicopter operations. AD 2.21 Noise abatement procedures - Circuit pattern - New. AD 2.22 Flight procedures. AD 2.24 Charts related to an aerodrome - Page references - Editorial.
AD 2.EGGP	AD 2.2 Aerodrome geographical and administrative data - Contact details updated. AD 2.4 Handling services and facilities. AD 2.6 Rescue and fire fighting services - Rescue equipment. Capability for removal of disabled aircraft. AD 2.9 Surface movement guidance and control system and markings - Stands. Runway and taxiway markings. AD 2.11 Meteorological information provided - Briefing/consultation provided. AD 2.14 Approach and runway lighting - Runway end lights added. AD 2.15 Other lighting, secondary power supply - Taxiway edge lighting updated. AD 2.20 Local aerodrome regulations - Ground movement. Warnings. AD 2.22 Flight procedures - VFR and Special VFR flights. Standard VFR entry/exit routes in the Liverpool control zone.
AD 2.EGGP-2	AD 2 EGGP 2-1 Revised due to incorporation of the latest aerodrome survey.
AD 2.EGLC	AD 2.21 Noise abatement procedures.
AD 2.EGKK	AD 2.12 Runway physical characteristics - RWY 26L true bearing updated. AD 2.19 Radio navigation and landing aids - SAM VOR/DME declination updated. AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGLL	AD 2.2 Aerodrome geographical and administrative data - Contact details updated. AD 2.10 Aerodrome obstacles - Crane ID updated. New crane 202407053. AD 2.19 Radio navigation and landing aids - SAM VOR/DME declination updated.
AD 2.EGGW-4	AD 2 EGGW 4-1 Eaton Bray airfield added.
AD 2.EGGW-5	AD 2 EGGW 5-1 Eaton Bray airfield added.
AD 2.EGSS	AD 2.18 Air traffic services communication facilities - 'Stansted Ground'/Tower hours of operation amended. Remark added for Stansted Delivery. AD 2.20 Local aerodrome regulations - Ground movement. CAT II/III operations. Warnings. Use of runways.

AD 2.EGAE	AD 2.9 Surface movement guidance and control system and markings - WDI - Editorial. AD 2.12 Runway physical characteristics - OFZ added. RWY 26 RESA. AD 2.15 Other lighting, secondary power supply - Anemometer - Editorial.
AD 2.EGAE-2	AD 2 EGAE 2-2 Revised due to incorporation of the latest aerodrome survey.
AD 2.EGMD	AD 2.4 Handling services and facilities - Editorial. AD 2.5 Passenger facilities - Editorial. AD 2.9 Surface movement guidance and control system markings - WDI coordinates updated. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - TDZ added. Clearway dimensions updated. Strip and RESA dimensions added. OFZ added to Remarks. AD 2.15 Other lighting, secondary power supply - Anemometer. AD 2.19 Radio navigation and landing aids - Navaid coordinates updated.
AD 2.EGMD-2	AD 2 EGMD 2-1/2-2 Revised due to incorporation of the latest aerodrome survey.
AD 2.EGNT	AD 2.20 Local aerodrome regulation - Ground movement - Restriction applied to TWY B. AD 2.24 Charts related to an aerodrome - Page references (Editorial) and a chart title.
AD 2-EGNT-2	AD 2 EGNT 2-2 Republished - No change.
AD 2-EGNT-6	AD 2 EGNT 6-1 to 6-4 Charts republished due the revised chart specification.
AD 2.EGNT-8	AD 2 EGNT 8-8 SDF text removed from NDB NT in the plan view.
AD 2.EGHQ	AD 2.9 Surface movement guidance and control system and markings - WDI - Editorial. AD 2.10 Aerodrome obstacles - Revised. AD 2.13 Declared distances - Editorial. AD 2.15 Other lighting, secondary power supply - Editorial.
AD 2.EGHQ-2	AD 2 EGHQ 2-1 Revised due to incorporation of the latest aerodrome survey.
AD 2.EGBK	AD 2.24 Charts related to an aerodrome - Page references - Editorial.
AD 2.EGSH	AD 2.10 Aerodrome obstacles - Revised. AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGSH-2	AD 2 EGSH 2-1 Obstacles.
AD 2.EGTK	AD 2.4 Handling services and facilities - Fuel (SAF) added and Remarks updated.
AD 2.EGCJ	AD 2.24 Charts related to an aerodrome - Page references - Editorial.
AD 2.EGKA	AD 2.10 Aerodrome obstacles - New crane KA10/2024 added.
AD 2.EGHI	AD 2.19 Radio navigation and landing aids - SAM VOR/DME declination updated.
AD 2.EGMC	AD 2.2 Aerodrome geographical and administrative data - Contact details updated. AD 2.3 Operational hours - De-icing - Contact details updated.
AD 2.EGSY	AD 2.24 Charts related to an aerodrome - Page references - Editorial.
AD 2.EGNL	AD 2.9 Surface movement guidance and control system and markings - WDI - Editorial. AD 2.10 Aerodrome obstacles - Revised. AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGNL-2	AD 2 EGNL 2-1 Revised due to incorporation of the latest aerodrome survey.

	Remove			Insert	
	Page No	Date		Page No	Date
GEN	0.2-3	3 Oct 2024	GEN	0.2-3	31 Oct 2024
	0.3-1	3 Oct 2024		0.3-1	31 Oct 2024
	0.3-2	3 Oct 2024		0.3-2	31 Oct 2024
	-	-		0.3-3	31 Oct 2024
	0.4-1	3 Oct 2024		0.4-1	31 Oct 2024
	0.4-2	3 Oct 2024		0.4-2	31 Oct 2024
	0.4-3	3 Oct 2024		0.4-3	31 Oct 2024
	0.4-4	3 Oct 2024		0.4-4	31 Oct 2024
	0.4-5	3 Oct 2024		0.4-5	31 Oct 2024
	0.4-6	3 Oct 2024		0.4-6	31 Oct 2024
	0.4-7	3 Oct 2024		0.4-7	31 Oct 2024
	0.4-8	3 Oct 2024		0.4-8	31 Oct 2024
	0.4-9	3 Oct 2024		0.4-9	31 Oct 2024
	0.4-10	3 Oct 2024		0.4-10	31 Oct 2024
	0.4-11	3 Oct 2024		0.4-11	31 Oct 2024
	0.4-12	3 Oct 2024		0.4-12	31 Oct 2024
	0.4-13	3 Oct 2024		0.4-13	31 Oct 2024
	0.4-14	3 Oct 2024		0.4-14	31 Oct 2024
	0.4-15	3 Oct 2024		0.4-15	31 Oct 2024
	0.4-16	3 Oct 2024		0.4-16	31 Oct 2024
	0.4-17	3 Oct 2024		0.4-17	31 Oct 2024
	0.4-18	3 Oct 2024		0.4-18	31 Oct 2024
	1.6-6	1 Dec 2022		1.6-6	31 Oct 2024
	1.6-7	30 Dec 2021		1.6-7	31 Oct 2024

	Remove			Insert	
	Page No	Date		Page No	Date
	2.2-6	22 Feb 2024		2.2-6	31 Oct 2024
	2.2-7	25 Jan 2024		2.2-7	31 Oct 2024
ENR	1.1-22	5 Sep 2024	ENR	1.1-22	31 Oct 2024
	1.1-23	5 Sep 2024		1.1-23	31 Oct 2024
	1.1-30	25 Jan 2024		1.1-30	31 Oct 2024
	1.1-35	5 Sep 2024		1.1-35	31 Oct 2024
	1.1-36	5 Sep 2024		1.1-36	31 Oct 2024
	1.1-37	5 Sep 2024		1.1-37	31 Oct 2024
	1.1-38	5 Sep 2024		1.1-38	31 Oct 2024
	1.1-39	8 Aug 2024		1.1-39	31 Oct 2024
	1.1-40	8 Aug 2024		1.1-40	31 Oct 2024
	1.1-41	5 Sep 2024		1.1-41	31 Oct 2024
	1.1-42	8 Aug 2024		1.1-42	31 Oct 2024
	1.1-43	8 Aug 2024		1.1-43	31 Oct 2024
	1.1-44	8 Aug 2024		1.1-44	31 Oct 2024
	-	-		1.1-45	31 Oct 2024
	1.6-22	3 Oct 2024		1.6-22	31 Oct 2024
	1.8-1	3 Oct 2024		1.8-1	31 Oct 2024
	1.11-1	8 Sep 2022		1.11-1	31 Oct 2024
	2.1-86	16 May 2024		2.1-86	31 Oct 2024
	2.1-87	16 May 2024		2.1-87	31 Oct 2024
	2.1-88	16 May 2024		2.1-88	31 Oct 2024
	2.2-1	3 Oct 2024		2.2-1	31 Oct 2024
	3.2-27	20 Apr 2023		3.2-27	31 Oct 2024

	Remove			Insert	
	Page No	Date		Page No	Date
	3.2-62	7 Sep 2023		3.2-62	31 Oct 2024
	3.2-104	30 Nov 2023		3.2-104	31 Oct 2024
	3.2-172	20 Apr 2023		3.2-172	31 Oct 2024
	3.2-173	20 Apr 2023		3.2-173	31 Oct 2024
	3.2-188	13 Jun 2024		3.2-188	31 Oct 2024
	3.2-189	20 Apr 2023		3.2-189	31 Oct 2024
	3.2-246	20 Apr 2023		3.2-246	31 Oct 2024
	3.2-264	25 Jan 2024		3.2-264	31 Oct 2024
	3.2-276	20 Apr 2023		3.2-276	31 Oct 2024
	4.1-1	25 Jan 2024		4.1-1	31 Oct 2024
	4.1-2	28 Dec 2023		4.1-2	31 Oct 2024
	4.1-3	8 Aug 2024		4.1-3	31 Oct 2024
	4.1-4	25 Jan 2024		4.1-4	31 Oct 2024
	4.1-5	3 Oct 2024		4.1-5	31 Oct 2024
	4.5-1	3 Oct 2024		4.5-1	31 Oct 2024
	4.5-2	5 Sep 2024		4.5-2	31 Oct 2024
	5.1-1	3 Oct 2024		5.1-1	31 Oct 2024
	5.1-2	3 Oct 2024		5.1-2	31 Oct 2024
	5.1-3	3 Oct 2024		5.1-3	31 Oct 2024
	5.1-4	3 Oct 2024		5.1-4	31 Oct 2024
	5.1-5	3 Oct 2024		5.1-5	31 Oct 2024
	5.1-6	3 Oct 2024		5.1-6	31 Oct 2024
	5.1-7	3 Oct 2024		5.1-7	31 Oct 2024
	5.1-9	3 Oct 2024		5.1-9	31 Oct 2024
	5.1-10	8 Aug 2024		5.1-10	31 Oct 2024
	5.1-11	3 Oct 2024		5.1-11	31 Oct 2024
	5.1-12	8 Aug 2024		5.1-12	31 Oct 2024
	5.1-13	3 Oct 2024		5.1-13	31 Oct 2024
	5.1-14	8 Aug 2024		5.1-14	31 Oct 2024
	5.1-15	3 Oct 2024		5.1-15	31 Oct 2024
	5.1-16	8 Aug 2024		5.1-16	31 Oct 2024
	5.1-17	3 Oct 2024		5.1-17	31 Oct 2024
	5.1-18	3 Oct 2024		5.1-18	31 Oct 2024
	5.1-19	3 Oct 2024		5.1-19	31 Oct 2024
	5.1-20	3 Oct 2024		5.1-20	31 Oct 2024
	5.1-21	3 Oct 2024		5.1-21	31 Oct 2024
	5.1-26	3 Oct 2024		5.1-26	31 Oct 2024
	5.1-48	3 Oct 2024		5.1-48	31 Oct 2024
	5.1-49	3 Oct 2024		5.1-49	31 Oct 2024
	5.1-50	3 Oct 2024		5.1-50	31 Oct 2024
	5.1-51	3 Oct 2024		5.1-51	31 Oct 2024
	5.1-66	3 Oct 2024		5.1-66	31 Oct 2024
	5.1-67	3 Oct 2024		5.1-67	31 Oct 2024
	5.1-68	3 Oct 2024		5.1-68	31 Oct 2024
	5.1-69	3 Oct 2024		5.1-69	31 Oct 2024
	5.1-70	3 Oct 2024		5.1-70	31 Oct 2024
	5.1-71	3 Oct 2024		5.1-71	31 Oct 2024
	5.1-72	3 Oct 2024		5.1-72	31 Oct 2024
	5.1-73	3 Oct 2024		5.1-73	31 Oct 2024
	5.1-74	3 Oct 2024		5.1-74	31 Oct 2024
	5.1-75	3 Oct 2024		5.1-75	31 Oct 2024
	5.1-76	3 Oct 2024		5.1-76	31 Oct 2024
	5.1-77	3 Oct 2024		5.1-77	31 Oct 2024
	5.1-78	3 Oct 2024		5.1-78	31 Oct 2024
	5.1-79	3 Oct 2024		5.1-79	31 Oct 2024
	5.1-80	3 Oct 2024		5.1-80	31 Oct 2024
	5.1-81	3 Oct 2024		5.1-81	31 Oct 2024
	5.1-82	3 Oct 2024		5.1-82	31 Oct 2024
	5.1-83	3 Oct 2024		5.1-83	31 Oct 2024
	5.1-84	3 Oct 2024		5.1-84	31 Oct 2024

	Remove			Insert	
	Page No	Date		Page No	Date
	5.1-85	3 Oct 2024		5.1-85	31 Oct 2024
	5.1-86	3 Oct 2024		5.1-86	31 Oct 2024
	5.1-87	3 Oct 2024		5.1-87	31 Oct 2024
	5.1-88	3 Oct 2024		5.1-88	31 Oct 2024
	5.1-89	3 Oct 2024		5.1-89	31 Oct 2024
	5.1-90	3 Oct 2024		5.1-90	31 Oct 2024
	5.1-91	3 Oct 2024		5.1-91	31 Oct 2024
	5.1-92	3 Oct 2024		5.1-92	31 Oct 2024
	5.1-93	3 Oct 2024		5.1-93	31 Oct 2024
	5.1-94	3 Oct 2024		5.1-94	31 Oct 2024
	5.1-95	3 Oct 2024		5.1-95	31 Oct 2024
	5.1-96	3 Oct 2024		5.1-96	31 Oct 2024
	5.1-97	3 Oct 2024		5.1-97	31 Oct 2024
	5.1-98	3 Oct 2024		5.1-98	31 Oct 2024
	5.1-99	3 Oct 2024		5.1-99	31 Oct 2024
	5.1-100	3 Oct 2024		5.1-100	31 Oct 2024
	5.1-101	3 Oct 2024		5.1-101	31 Oct 2024
	5.1-102	3 Oct 2024		5.1-102	31 Oct 2024
	5.1-103	3 Oct 2024		5.1-103	31 Oct 2024
	5.1-104	3 Oct 2024		5.1-104	31 Oct 2024
	5.1-105	3 Oct 2024		5.1-105	31 Oct 2024
	5.1-106	3 Oct 2024		5.1-106	31 Oct 2024
	5.1-107	3 Oct 2024		5.1-107	31 Oct 2024
	5.1-108	3 Oct 2024		5.1-108	31 Oct 2024
	5.1-109	3 Oct 2024		5.1-109	31 Oct 2024
	5.1-110	3 Oct 2024		5.1-110	31 Oct 2024
	5.1-111	3 Oct 2024		5.1-111	31 Oct 2024
	5.1-112	3 Oct 2024		5.1-112	31 Oct 2024
	5.1-113	3 Oct 2024		5.1-113	31 Oct 2024
	5.1-114	3 Oct 2024		5.1-114	31 Oct 2024
	5.1-115	3 Oct 2024		5.1-115	31 Oct 2024
	5.1-116	3 Oct 2024		5.1-116	31 Oct 2024
	5.1-117	3 Oct 2024		5.1-117	31 Oct 2024
	5.1-118	3 Oct 2024		5.1-118	31 Oct 2024
	5.1-119	3 Oct 2024		5.1-119	31 Oct 2024
	5.1-120	3 Oct 2024		5.1-120	31 Oct 2024
	5.1-121	3 Oct 2024		5.1-121	31 Oct 2024
	5.1-122	3 Oct 2024		5.1-122	31 Oct 2024
	5.1-123	3 Oct 2024		5.1-123	31 Oct 2024
	5.1-124	3 Oct 2024		5.1-124	31 Oct 2024
	5.1-125	3 Oct 2024		5.1-125	31 Oct 2024
	5.1-126	3 Oct 2024		5.1-126	31 Oct 2024
	5.1-127	3 Oct 2024		5.1-127	31 Oct 2024
	5.1-128	3 Oct 2024		5.1-128	31 Oct 2024
	5.1-129	3 Oct 2024		5.1-129	31 Oct 2024
	5.1-130	3 Oct 2024		5.1-130	31 Oct 2024
	5.1-131	3 Oct 2024		5.1-131	31 Oct 2024
	5.1-132	3 Oct 2024		5.1-132	31 Oct 2024
	5.1-133	3 Oct 2024		5.1-133	31 Oct 2024
	5.1-134	3 Oct 2024		5.1-134	31 Oct 2024
	5.1-135	3 Oct 2024		5.1-135	31 Oct 2024
	5.1-136	3 Oct 2024		5.1-136	31 Oct 2024
	5.1-137	3 Oct 2024		5.1-137	31 Oct 2024
	5.1-138	3 Oct 2024		5.1-138	31 Oct 2024
	5.1-139	3 Oct 2024		5.1-139	31 Oct 2024
	5.1-140	3 Oct 2024		5.1-140	31 Oct 2024
	5.1-141	3 Oct 2024		5.1-141	31 Oct 2024
	5.1-142	3 Oct 2024		5.1-142	31 Oct 2024
	5.1-143	3 Oct 2024		5.1-143	31 Oct 2024
	5.1-144	3 Oct 2024		5.1-144	31 Oct 2024

	Remove			Insert	
	Page No	Date		Page No	Date
	5.1-145	3 Oct 2024		5.1-145	31 Oct 2024
	5.1-146	3 Oct 2024		5.1-146	31 Oct 2024
	5.1-147	3 Oct 2024		5.1-147	31 Oct 2024
	5.1-148	3 Oct 2024		5.1-148	31 Oct 2024
	5.1-149	3 Oct 2024		5.1-149	31 Oct 2024
	5.1-150	3 Oct 2024		5.1-150	31 Oct 2024
	5.1-151	3 Oct 2024		5.1-151	31 Oct 2024
	5.1-152	3 Oct 2024		5.1-152	31 Oct 2024
	5.1-153	3 Oct 2024		5.1-153	31 Oct 2024
	-	-		5.1-154	31 Oct 2024
	5.2-1	3 Oct 2024		5.2-1	31 Oct 2024
	5.2-4	3 Oct 2024		5.2-4	31 Oct 2024
	5.3-20	28 Dec 2023		5.3-20	31 Oct 2024
	5.3-21	28 Dec 2023		5.3-21	31 Oct 2024
	6-11	3 Oct 2024		6-11	31 Oct 2024
	6-75	3 Oct 2024		6-75	31 Oct 2024
AD	2.EGJA-5	8 Aug 2024	AD	2.EGJA-5	31 Oct 2024
	2.EGJA-6	25 Jan 2024		2.EGJA-6	31 Oct 2024
	2.EGJA-2-1	25 Jan 2024		2.EGJA-2-1	31 Oct 2024
	2.EGPR-6	26 Jan 2023		2.EGPR-6	31 Oct 2024
	2.EGAA-10	25 Jan 2024		2.EGAA-10	31 Oct 2024
	2.EGLK-1	20 Apr 2023		2.EGLK-1	31 Oct 2024
	2.EGLK-2	21 Mar 2024		2.EGLK-2	31 Oct 2024
	2.EGLK-3	2 Nov 2023		2.EGLK-3	31 Oct 2024
	2.EGLK-4	2 Nov 2023		2.EGLK-4	31 Oct 2024
	2.EGLK-5	2 Nov 2023		2.EGLK-5	31 Oct 2024
	2.EGLK-6	22 Feb 2024		2.EGLK-6	31 Oct 2024
	2.EGLK-7	22 Feb 2024		2.EGLK-7	31 Oct 2024
	2.EGLK-8	22 Feb 2024		2.EGLK-8	31 Oct 2024
	2.EGLK-9	2 Nov 2023		2.EGLK-9	31 Oct 2024
	2.EGLK-10	20 Apr 2023		2.EGLK-10	31 Oct 2024
	2.EGLK-11	2 Nov 2023		2.EGLK-11	31 Oct 2024
	2.EGLK-12	2 Nov 2023		2.EGLK-12	31 Oct 2024
	2.EGLK-2-1	2 Nov 2023		2.EGLK-2-1	31 Oct 2024
	2.EGLK-2-2	2 Nov 2023		2.EGLK-2-2	31 Oct 2024
	2.EGHH-9	11 Jul 2024		2.EGHH-9	31 Oct 2024
	2.EGGD-4	3 Oct 2024		2.EGGD-4	31 Oct 2024
	2.EGGD-5	8 Aug 2024		2.EGGD-5	31 Oct 2024
	2.EGGD-10	3 Oct 2024		2.EGGD-10	31 Oct 2024
	2.EGGD-11	18 Apr 2024		2.EGGD-11	31 Oct 2024
	2.EGGD-12	18 Apr 2024		2.EGGD-12	31 Oct 2024
	2.EGGD-2-1	3 Oct 2024		2.EGGD-2-1	31 Oct 2024
	2.EGGD-2-2	3 Oct 2024		2.EGGD-2-2	31 Oct 2024
	2.EGSC-4	3 Oct 2024		2.EGSC-4	31 Oct 2024
	2.EGSC-5	3 Oct 2024		2.EGSC-5	31 Oct 2024
	2.EGSC-6	3 Oct 2024		2.EGSC-6	31 Oct 2024
	2.EGSC-7	3 Oct 2024		2.EGSC-7	31 Oct 2024
	2.EGSC-8	3 Oct 2024		2.EGSC-8	31 Oct 2024
	2.EGSC-9	3 Oct 2024		2.EGSC-9	31 Oct 2024

	Remove			Insert	
	Page No	Date		Page No	Date
	2.EGSC-10	3 Oct 2024		2.EGSC-10	31 Oct 2024
	2.EGSC-11	3 Oct 2024		2.EGSC-11	31 Oct 2024
	2.EGEC-7	20 Apr 2023		2.EGEC-7	31 Oct 2024
	2.EGHR-3	11 Jul 2024		2.EGHR-3	31 Oct 2024
	2.EGHR-4	11 Jul 2024		2.EGHR-4	31 Oct 2024
	2.EGHR-5	5 Sep 2024		2.EGHR-5	31 Oct 2024
	2.EGHR-6	5 Sep 2024		2.EGHR-6	31 Oct 2024
	2.EGHR-7	5 Sep 2024		2.EGHR-7	31 Oct 2024
	2.EGHA-5	25 Jan 2024		2.EGHA-5	31 Oct 2024
	2.EGTC-2	21 Mar 2024		2.EGTC-2	31 Oct 2024
	2.EGTC-3	7 Sep 2023		2.EGTC-3	31 Oct 2024
	2.EGTC-4	18 May 2023		2.EGTC-4	31 Oct 2024
	2.EGTC-5	28 Dec 2023		2.EGTC-5	31 Oct 2024
	2.EGTC-2-1	13 Jun 2024		2.EGTC-2-1	31 Oct 2024
	2.EGPN-9	25 Jan 2024		2.EGPN-9	31 Oct 2024
	2.EGNX-17	18 Apr 2024		2.EGNX-17	31 Oct 2024
	2.EGPH-4	25 Jan 2024		2.EGPH-4	31 Oct 2024
	2.EGPH-5	25 Jan 2024		2.EGPH-5	31 Oct 2024
	2.EGPH-2-1	8 Aug 2024		2.EGPH-2-1	31 Oct 2024
	2.EGPH-2-2	8 Aug 2024		2.EGPH-2-2	31 Oct 2024
	2.EGPH-2-3	8 Aug 2024		2.EGPH-2-3	31 Oct 2024
	2.EGCL-4	5 Sep 2024		2.EGCL-4	31 Oct 2024
	2.EGCL-2-1	5 Sep 2024		2.EGCL-2-1	31 Oct 2024
	2.EGBJ-3	5 Sep 2024		2.EGBJ-3	31 Oct 2024
	2.EGBJ-4	21 Mar 2024		2.EGBJ-4	31 Oct 2024
	2.EGBJ-2-1	5 Sep 2024		2.EGBJ-2-1	31 Oct 2024
	2.EGJB-12	11 Jul 2024		2.EGJB-12	31 Oct 2024
	2.EGNR-3	13 Jul 2023		2.EGNR-3	31 Oct 2024
	2.EGNR-4	20 Apr 2023		2.EGNR-4	31 Oct 2024
	2.EGNR-5	20 Apr 2023		2.EGNR-5	31 Oct 2024
	2.EGNR-6	20 Apr 2023		2.EGNR-6	31 Oct 2024
	2.EGNR-7	22 Feb 2024		2.EGNR-7	31 Oct 2024
	2.EGNR-8	5 Oct 2023		2.EGNR-8	31 Oct 2024
	2.EGNR-9	25 Jan 2024		2.EGNR-9	31 Oct 2024
	2.EGNR-10	20 Apr 2023		2.EGNR-10	31 Oct 2024
	2.EGNR-11	20 Apr 2023		2.EGNR-11	31 Oct 2024
	2.EGNR-12	20 Apr 2023		2.EGNR-12	31 Oct 2024
	2.EGNR-2-1	22 Feb 2024		2.EGNR-2-1	31 Oct 2024
	2.EGPE-3	11 Jul 2024		2.EGPE-3	31 Oct 2024
	2.EGPE-4	11 Jul 2024		2.EGPE-4	31 Oct 2024
	2.EGBP-2	3 Nov 2022		2.EGBP-2	31 Oct 2024
	2.EGBP-3	20 Apr 2023		2.EGBP-3	31 Oct 2024
	2.EGBP-4	20 Apr 2023		2.EGBP-4	31 Oct 2024
	2.EGBP-5	20 Apr 2023		2.EGBP-5	31 Oct 2024
	2.EGBP-8	3 Oct 2024		2.EGBP-8	31 Oct 2024
	2.EGBP-2-1	18 May 2023		2.EGBP-2-1	31 Oct 2024
	2.EGBP-2-2	18 May 2023		2.EGBP-2-2	31 Oct 2024

	Remove			Insert	
	Page No	Date		Page No	Date
	2.EGPA-4	30 Nov 2023		2.EGPA-4	31 Oct 2024
	2.EGHC-3	11 Jul 2024		2.EGHC-3	31 Oct 2024
	2.EGHC-4	11 Jul 2024		2.EGHC-4	31 Oct 2024
	2.EGHC-5	11 Jul 2024		2.EGHC-5	31 Oct 2024
	2.EGHC-6	11 Jul 2024		2.EGHC-6	31 Oct 2024
	2.EGHC-7	11 Jul 2024		2.EGHC-7	31 Oct 2024
	2.EGHC-8	11 Jul 2024		2.EGHC-8	31 Oct 2024
	2.EGHC-9	3 Oct 2024		2.EGHC-9	31 Oct 2024
	2.EGHC-10	11 Jul 2024		2.EGHC-10	31 Oct 2024
	2.EGHF-3	2 Nov 2023		2.EGHF-3	31 Oct 2024
	2.EGNM-4	5 Sep 2024		2.EGNM-4	31 Oct 2024
	2.EGNM-5	13 Jul 2023		2.EGNM-5	31 Oct 2024
	2.EGNM-6	13 Jul 2023		2.EGNM-6	31 Oct 2024
	2.EGNM-8	13 Jul 2023		2.EGNM-8	31 Oct 2024
	2.EGNM-2-1	8 Aug 2024		2.EGNM-2-1	31 Oct 2024
	2.EGCM-6	30 Nov 2023		2.EGCM-6	31 Oct 2024
	2.EGCM-7	30 Nov 2023		2.EGCM-7	31 Oct 2024
	2.EGCM-8	30 Nov 2023		2.EGCM-8	31 Oct 2024
	2.EGGP-1	23 Mar 2023		2.EGGP-1	31 Oct 2024
	2.EGGP-2	7 Sep 2023		2.EGGP-2	31 Oct 2024
	2.EGGP-4	5 Sep 2024		2.EGGP-4	31 Oct 2024
	2.EGGP-5	5 Sep 2024		2.EGGP-5	31 Oct 2024
	2.EGGP-6	5 Sep 2024		2.EGGP-6	31 Oct 2024
	2.EGGP-7	5 Sep 2024		2.EGGP-7	31 Oct 2024
	2.EGGP-8	5 Sep 2024		2.EGGP-8	31 Oct 2024
	2.EGGP-9	5 Sep 2024		2.EGGP-9	31 Oct 2024
	2.EGGP-11	2 Nov 2023		2.EGGP-11	31 Oct 2024
	2.EGGP-12	13 Jun 2024		2.EGGP-12	31 Oct 2024
	2.EGGP-13	30 Nov 2023		2.EGGP-13	31 Oct 2024
	2.EGGP-14	30 Nov 2023		2.EGGP-14	31 Oct 2024
	2.EGGP-15	2 Nov 2023		2.EGGP-15	31 Oct 2024
	2.EGGP-16	2 Nov 2023		2.EGGP-16	31 Oct 2024
	2.EGGP-17	25 Jan 2024		2.EGGP-17	31 Oct 2024
	2.EGGP-18	25 Jan 2024		2.EGGP-18	31 Oct 2024
	2.EGGP-19	2 Nov 2023		2.EGGP-19	31 Oct 2024
	2.EGGP-2-1	5 Sep 2024		2.EGGP-2-1	31 Oct 2024
	2.EGLC-10	8 Aug 2024		2.EGLC-10	31 Oct 2024
	2.EGLC-11	8 Aug 2024		2.EGLC-11	31 Oct 2024
	2.EGKK-7	3 Oct 2024		2.EGKK-7	31 Oct 2024
	2.EGKK-12	3 Oct 2024		2.EGKK-12	31 Oct 2024
	2.EGKK-13	3 Oct 2024		2.EGKK-13	31 Oct 2024

	Remove			Insert	
	Page No	Date		Page No	Date
	2.EGLL-1	14 Jul 2022		2.EGLL-1	31 Oct 2024
	2.EGLL-6	3 Oct 2024		2.EGLL-6	31 Oct 2024
	2.EGLL-7	3 Oct 2024		2.EGLL-7	31 Oct 2024
	2.EGLL-8	3 Oct 2024		2.EGLL-8	31 Oct 2024
	2.EGLL-9	3 Oct 2024		2.EGLL-9	31 Oct 2024
	2.EGLL-10	5 Sep 2024		2.EGLL-10	31 Oct 2024
	2.EGLL-11	5 Sep 2024		2.EGLL-11	31 Oct 2024
	2.EGLL-14	13 Jun 2024		2.EGLL-14	31 Oct 2024
	2.EGGW-4-1	20 Apr 2023		2.EGGW-4-1	31 Oct 2024
	2.EGGW-5-1	24 Feb 2022		2.EGGW-5-1	31 Oct 2024
	2.EGSS-9	25 Jan 2024		2.EGSS-9	31 Oct 2024
	2.EGSS-11	25 Jan 2024		2.EGSS-11	31 Oct 2024
	2.EGSS-12	11 Jul 2024		2.EGSS-12	31 Oct 2024
	2.EGSS-13	25 Jan 2024		2.EGSS-13	31 Oct 2024
	2.EGSS-14	25 Jan 2024		2.EGSS-14	31 Oct 2024
	2.EGSS-15	25 Jan 2024		2.EGSS-15	31 Oct 2024
	2.EGSS-16	25 Jan 2024		2.EGSS-16	31 Oct 2024
	2.EGSS-17	25 Jan 2024		2.EGSS-17	31 Oct 2024
	2.EGSS-18	25 Jan 2024		2.EGSS-18	31 Oct 2024
	2.EGSS-19	25 Jan 2024		2.EGSS-19	31 Oct 2024
	2.EGSS-20	25 Jan 2024		2.EGSS-20	31 Oct 2024
	2.EGSS-21	25 Jan 2024		2.EGSS-21	31 Oct 2024
	2.EGSS-22	25 Jan 2024		2.EGSS-22	31 Oct 2024
	2.EGSS-23	25 Jan 2024		2.EGSS-23	31 Oct 2024
	2.EGSS-24	25 Jan 2024		2.EGSS-24	31 Oct 2024
	-	-		2.EGSS-25	31 Oct 2024
	2.EGAE-3	18 May 2023		2.EGAE-3	31 Oct 2024
	2.EGAE-4	18 May 2023		2.EGAE-4	31 Oct 2024
	2.EGAE-5	14 Jul 2022		2.EGAE-5	31 Oct 2024
	2.EGAE-2-2	27 Jan 2022		2.EGAE-2-2	31 Oct 2024
	2.EGMD-1	7 Sep 2023		2.EGMD-1	31 Oct 2024
	2.EGMD-2	7 Sep 2023		2.EGMD-2	31 Oct 2024
	2.EGMD-3	7 Sep 2023		2.EGMD-3	31 Oct 2024
	2.EGMD-4	14 Jul 2022		2.EGMD-4	31 Oct 2024
	2.EGMD-5	7 Sep 2023		2.EGMD-5	31 Oct 2024
	2.EGMD-6	18 May 2023		2.EGMD-6	31 Oct 2024
	2.EGMD-2-1	7 Sep 2023		2.EGMD-2-1	31 Oct 2024

	Remove			Insert	
	Page No	Date		Page No	Date
	2.EGMD-2-2	7 Sep 2023		2.EGMD-2-2	31 Oct 2024
	2.EGNT-10	11 Jul 2024		2.EGNT-10	31 Oct 2024
	2.EGNT-15	11 Jul 2024		2.EGNT-15	31 Oct 2024
	2.EGNT-16	11 Jul 2024		2.EGNT-16	31 Oct 2024
	2-EGNT-2-2	16 May 2024		2-EGNT-2-2	31 Oct 2024
	2-EGNT-6-1	22 Feb 2024		2-EGNT-6-1	31 Oct 2024
	2-EGNT-6-2	22 Feb 2024		2-EGNT-6-2	31 Oct 2024
	2-EGNT-6-3	22 Feb 2024		2-EGNT-6-3	31 Oct 2024
	2-EGNT-6-4	6 Oct 2022		2-EGNT-6-4	31 Oct 2024
	2.EGNT-8-8	11 Jul 2024		2.EGNT-8-8	31 Oct 2024
	2.EGHQ-3	22 Feb 2024		2.EGHQ-3	31 Oct 2024
	2.EGHQ-4	22 Feb 2024		2.EGHQ-4	31 Oct 2024
	2.EGHQ-5	16 May 2024		2.EGHQ-5	31 Oct 2024
	2.EGHQ-6	22 Feb 2024		2.EGHQ-6	31 Oct 2024
	2.EGHQ-7	16 May 2024		2.EGHQ-7	31 Oct 2024
	2.EGHQ-8	16 May 2024		2.EGHQ-8	31 Oct 2024
	2.EGHQ-9	16 May 2024		2.EGHQ-9	31 Oct 2024
	2.EGHQ-10	16 May 2024		2.EGHQ-10	31 Oct 2024
	2.EGHQ-11	16 May 2024		-	-
	2.EGHQ-2-1	16 May 2024		2.EGHQ-2-1	31 Oct 2024
	2.EGBK-7	10 Aug 2023		2.EGBK-7	31 Oct 2024
	2.EGSH-4	11 Jul 2024		2.EGSH-4	31 Oct 2024
	2.EGSH-5	30 Nov 2023		2.EGSH-5	31 Oct 2024
	2.EGSH-6	30 Nov 2023		2.EGSH-6	31 Oct 2024
	2.EGSH-7	18 May 2023		2.EGSH-7	31 Oct 2024
	2.EGSH-8	25 Jan 2024		2.EGSH-8	31 Oct 2024
	2.EGSH-9	3 Oct 2024		2.EGSH-9	31 Oct 2024
	2.EGSH-10	3 Nov 2022		2.EGSH-10	31 Oct 2024
	2.EGSH-11	3 Nov 2022		2.EGSH-11	31 Oct 2024
	2.EGSH-2-1	11 Jul 2024		2.EGSH-2-1	31 Oct 2024
	2.EGTK-1	15 Jun 2023		2.EGTK-1	31 Oct 2024
	2.EGTK-2	1 Dec 2022		2.EGTK-2	31 Oct 2024
	2.EGCJ-7	7 Sep 2023		2.EGCJ-7	31 Oct 2024
	2.EGKA-4	16 May 2024		2.EGKA-4	31 Oct 2024
	2.EGHI-10	13 Jun 2024		2.EGHI-10	31 Oct 2024
	2.EGMC-1	21 Mar 2024		2.EGMC-1	31 Oct 2024
	2.EGSY-13	11 Jul 2024		2.EGSY-13	31 Oct 2024
	2.EGNL-2	30 Nov 2023		2.EGNL-2	31 Oct 2024
	2.EGNL-3	10 Aug 2023		2.EGNL-3	31 Oct 2024

	Remove			Insert	
	Page No	Date		Page No	Date
	2.EGNL-4	13 Jun 2024		2.EGNL-4	31 Oct 2024
	2.EGNL-5	25 Jan 2024		2.EGNL-5	31 Oct 2024
	2.EGNL-6	30 Nov 2023		2.EGNL-6	31 Oct 2024
	2.EGNL-7	22 Feb 2024		2.EGNL-7	31 Oct 2024
	2.EGNL-8	22 Feb 2024		2.EGNL-8	31 Oct 2024
	-	-		2.EGNL-9	31 Oct 2024
	2.EGNL-2-1	2 Nov 2023		2.EGNL-2-1	31 Oct 2024

Record entry of AIRAC AMDT on the page GEN 0.2-1.

The following publications have been incorporated in this AIRAC AMDT:

AIP SUP	023/2024
AIC	NIL
NOTAM	A5226/24, A5297/24 C4320/24, C4443/24 L4115/24, L4154/24, L4671/24

GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

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

INTENTIONALLY BLANK

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity
019/2020	EGMC - SOUTHEND AIRPORT LARS AVAILABILITY	NIL	09 APR 2020 - PERM
031/2020	EGGW - NDB (L) LUT 345.000 KHZ UNAVALIABLE UNTIL FURTHER NOTICE	NIL	27 AUG 2020 - PERM
048/2020	ABERDEEN AIRPORT RUNWAY 34 INSTRUMENT FLIGHT PROCEDURE LIMITATION	NIL	17 DEC 2020 - PERM
020/2022	SOUTHEND (EGMC): GRF RUNWAY CONDITION REPORT NOT AVAILABLE VIA ATIS	NIL	07 APR 2022 - PERM
045/2022	UK STANDARD ARRIVAL ROUTES (STARS)	NIL	28 JUL 2022 - PERM
046/2022	BELFAST ALDERGROVE (EGAA) - STEEL PLATES ON TAXIWAY BRAVO	NIL	28 JUL 2022 - UFN
026/2023	SECTOR DATA FOR THE UK LONDON AREA CONTROL (LAC) AND PRESTWICK	ENR	04 MAY 2023 - UFN
032/2023	SOUTHEND (EGMC) - SOUTHEND OPERATIONAL HOURS	AD	01 JUN 2023 - UFN
039/2023	BLACKPOOL AIRPORT (EGNH) - DIRECT ARRIVAL APPROACHES RWY 28 FROM VOR/DME POL NOT AVAILABLE	AD	29 JUN 2023 - UFN
041/2023	GLOUCESTERSHIRE AIRPORT (EGBJ) - WINDSOCK UNLIT	AD	29 JUN 2023 - UFN
043/2023	BELFAST ALDERGROVE AIRPORT (EGAA) - ATC SURVEILLANCE MINIMUM ALTITUDE CHART - MINIMUM ALT INCREASE	AD	29 JUN 2023 - UFN
044/2023	ALDERNEY AIRPORT (EGJA) - NDB(L) ALD UNAVAILABLE	AD	29 JUN 2023 - UFN
053/2023	SWANSEA AIRPORT (EGFH) - AD LICENCE SUSPENDED UFN	AD	27 JUL 2023 - UFN
064/2023	SCILLY ISLES/ST MARY'S (EGHE) - RUNWAY LIGHTING UNSERVICEABLE	AD	21 SEP 2023 - UFN
084/2023	LONDON VOR/DME (LON) - WARNING OF POTENTIAL BEARING FLUCTUATIONS BTW R030 - R075, EST UNTIL 11 OCTOBER 2024 - REPLACES SUP 048/2023	AD	14 DEC 2023 - UFN
005/2024	SOUTHEND AIRPORT (EGMC) - THE CENTRALISED DE-ICING FACILITY (CDF) CLOSURE	AD	11 JAN 2024 - UFN
006/2024	KIRKWALL AIRPORT (EGPA) - OBSTRUCTION LIGHTS U/S	AD	11 JAN 2024 - UFN
007/2024	KIRKWALL AIRPORT (EGPA) - HOLDING POINT W5 WIG-WAGS U/S	AD	11 JAN 2024 - UFN
008/2024	KIRKWALL AIRPORT (EGPA) - IRVR RWY 09/27 U/S	AD	11 JAN 2024 - UFN
010/2024	ABERDEEN INTERNATIONAL AIRPORT (EGPD) - CRANE OPERATIONS IN THE VICINITY OF THE AIRPORT - REPLACES SUP 14/2022	AD	08 FEB 2024 - UFN
011/2024	LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE 2024 - REPLACES 061/2023 AS OF 31 MARCH 2024	AD	08 FEB 2024 - UFN
015/2024	ALDERNEY AIRPORT (EGJA) - AVGAS FUEL NOT AVAILABLE	AD	08 FEB 2024 - UFN
016/2024	UKRAINE CRISIS - AIRSPACE RESTRICTION - REPLACES SUP 031/2023	ENR	08 FEB 2024 - UFN
017/2024	DONCASTER SHEFFIELD (EGCN) - CTA/CTR/ATZ/FRZ DEACTIVATED	AD	08 FEB 2024 - UFN
022/2024	DUNDEE AIRPORT (EGPN) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT UNTIL JANUARY 2025	AD	07 MAR 2024 - UFN
023/2024	ALDERNEY AIRPORT (EGJA) - APAPI U/S	AD	07 MAR 2024 - UFN
024/2024	IRISH SEA - OFFSHORE WIND TURBINE LIGHTING OUTAGES - REPLACES SUP 054/2023	ENR	07 MAR 2024 - UFN
025/2024	GLOUCESTERSHIRE AIRPORT (EGBJ) - RADAR SERVICES UNAVAILABLE REPLACES SUP 032/2022	AD	07 MAR 2024 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
030/2024	GUERNSEY AIRPORT (EGJB) - RWY 09/27 ILS ASSOCIATED MID POINT DME	AD	07 MAR 2024 - UFN
033/2024	ST ATHAN AIRPORT (EGSY) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	04 APR 2024 - UFN
034/2024	LONDON GATWICK AIRPORT (EGKK) - NEW TAXIWAY ECHO - REPLACES SUP 012/2024	AD	04 APR 2024 - UFN
036/2024	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	04 APR 2024 - UFN
038/2024	LONDON VOR/DME (LON) - WARNING OF POTENTIAL BEARING FLUCTUATIONS BTN R125 AND R160, EST UNTIL 31 AUGUST 2024	ENR, AD	04 APR 2024 - UFN
040/2024	KIRKWALL AIRPORT (EGPA) - OOH INDEMNITIES WITHDRAWN DUE TO WIP	AD	02 MAY 2024 - UFN
041/2024	MANCHESTER AIRPORT (EGCC) - MAJOR CONSTRUCTION WORKS 2023 - 2025 - REPLACES SUP 014/2023	AD	02 MAY 2024 - UFN
043/2024	BLACKPOOL AIRPORT (EGNH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT UNTIL DECEMBER 2024	AD	02 MAY 2024 - UFN
044/2024	BLACKPOOL AIRPORT (EGNH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT UNTIL JANUARY 2025	AD	02 MAY 2024 - UFN
046/2024	SOUTHAMPTON AIRPORT (EGHI) - STAND CLOSURE	AD	02 MAY 2024 - UFN
052/2024	MANCHESTER AIRPORT (EGCC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	30 MAY 2024 - UFN
053/2024	BIGGIN HILL AIRPORT (EGKB) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	30 MAY 2024 - UFN
054/2024	ALDERNEY AIRPORT (EGJA) - JET A-1 FUEL NOT AVAILABLE	AD	30 MAY 2024 - UFN
056/2024	BOURNEMOUTH AIRPORT (EGHH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	27 JUN 2024 - UFN
058/2024	TATENHILL AIRPORT (EGBM) - NDB UNSERVICEABLE	AD	27 JUN 2024 - UFN
060/2024	LEEDS BRADFORD AIRPORT (EGNM) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	27 JUN 2024 - UFN
064/2024	BIRMINGHAM AIRPORT (EGBB) - WINTER MAINTENANCE CLOSURES, 04 - 30 NOVEMBER 2024	AD	25 JUL 2024 - UFN
065/2024	MANCHESTER AIRPORT (EGCC) - TAXIWAY CHARLIE CLOSURE	AD	25 JUL 2024 - UFN
066/2024	SOUTHEND AIRPORT (EGMC) - CHIMNEY OBSTRUCTION LIGHT U/S	AD	25 JUL 2024 - UFN
067/2024	NEWCASTLE AIRPORT (EGNT) - ATC OVERNIGHT CLOSURES - SUMMER 2024 - REPLACES SUP 050/2024	AD	25 JUL 2024 - UFN
069/2024	DUNDEE AIRPORT (EGPN) - HRDF UNAVAILABLE	AD	25 JUL 2024 - UFN
072/2024	SOUTHEND AIRPORT (EGMC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	22 AUG 2024 - UFN
073/2024	BIRMINGHAM AIRPORT (EGBB) - METAL PLATE ON TWY U	AD	22 AUG 2024 - UFN
074/2024	LONDON GATWICK (EGKK) - ADDITION OF TOUCHDOWN ZONE MARKINGS ON RUNWAY 08L/26R	AD	22 AUG 2024 - UFN
075/2024	LONDON HEATHROW (EGLL) - RWY 27L/09R REHABILITATION (RESURFACING) WORKS FROM 03 APRIL 2024 - REPLACES SUP 057/2024	AD	22 AUG 2024 - UFN
077/2024	LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE (NO. 2) 2024 - REPLACES 011/2024 AS OF 27 OCTOBER 2024	AD	19 SEP 2024 - UFN
078/2024	PAPA WESTRAY AIRPORT (EGEP) - TEMPORARY CLOSURE TO GA TRAFFIC AND WARNING TO HELICOPTER OPERATIONS	AD	19 SEP 2024 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
079/2024	STRONSAY AIRPORT (EGER) - TEMPORARY CLOSURE OF AD TO ALL GA TRAFFIC AND WARNING TO HELICOPTER OPERATIONS	AD	19 SEP 2024 - UFN
080/2024	EDINBURGH AIRPORT (EGPH) - STEEL PLATE ON TAXIWAY ECHO	AD	19 SEP 2024 - UFN
081/2024	LONDON STANSTED (EGSS) - FINAL APPROACH SPEED TRIAL OF 165+/- 5 KTS UNTIL 5 DME	AD	19 SEP 2024 - UFN
082/2024	LONDON GATWICK AIRPORT (EGKK) - REMOTE HOLDING ON STANDS 64L, 64R, 65, 66L AND 66R	AD	19 SEP 2024 - UFN
083/2024	OLD BUCKENHAM AIRPORT (EGSV) - WINTER GRASS AREA CLOSURE FROM 11 NOVEMBER 2024 to 31 MARCH 2025	AD	19 SEP 2024 - UFN
084/2024	NEWCASTLE AIRPORT (EGNT) - RUNWAY REHA-BILITATION	AD	19 SEP 2024 - UFN

INTENTIONALLY BLANK

GEN 0.4 CHECKLIST OF AIP PAGES

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

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
GEN		GEN		GEN		GEN	
0.1-1	7 Oct 2021	1.3-4	16 Jun 2022	1.7-22	7 Sep 2023	2.3-1	3 Nov 2022
0.1-2	7 Oct 2021	1.4-1	24 May 2018	1.7-23	7 Sep 2023	2.3-2	3 Nov 2022
0.1-3	28 Dec 2023	1.4-2	21 Jun 2018	1.7-24	7 Sep 2023	2.3-3	3 Nov 2022
0.1-4	28 Dec 2023	1.4-3	21 Jun 2018	1.7-25	13 Jun 2024	2.3-4	3 Nov 2022
0.2-1	24 May 2018	1.5-1	12 Sep 2019	1.7-26	13 Jun 2024	2.3-5	3 Nov 2022
0.2-2	27 Jan 2022	1.5-2	24 May 2018	1.7-27	13 Jun 2024	2.3-6	3 Nov 2022
* 0.2-3	31 Oct 2024	1.5-3	10 Oct 2019	1.7-28	13 Jun 2024	2.3-7	3 Nov 2022
* 0.3-1	31 Oct 2024	1.5-4	27 Feb 2020	1.7-29	13 Jun 2024	2.4-1	5 Sep 2024
* 0.3-2	31 Oct 2024	1.5-5	27 Feb 2020	1.7-30	13 Jun 2024	2.4-2	5 Sep 2024
* 0.3-3	31 Oct 2024	1.5-6	27 Feb 2020	1.7-31	13 Jun 2024	2.4-3	5 Sep 2024
* 0.4-1	31 Oct 2024	1.5-7	27 Feb 2020	1.7-32	13 Jun 2024	2.4-4	5 Sep 2024
* 0.4-2	31 Oct 2024	1.5-8	24 Mar 2022	1.7-33	13 Jun 2024	2.4-5	5 Sep 2024
* 0.4-3	31 Oct 2024	1.5-9	24 Mar 2022	1.7-34	13 Jun 2024	2.4-6	5 Sep 2024
* 0.4-4	31 Oct 2024	1.5-10	24 Mar 2022	1.7-35	13 Jun 2024	2.5-1	5 Sep 2024
* 0.4-5	31 Oct 2024	1.5-11	4 Nov 2021	1.7-36	13 Jun 2024	2.5-2	5 Sep 2024
* 0.4-6	31 Oct 2024	1.5-12	25 Feb 2021	1.7-37	13 Jun 2024	2.5-3	5 Sep 2024
* 0.4-7	31 Oct 2024	1.5-13	24 Feb 2022	1.7-38	13 Jun 2024	2.5-4	5 Sep 2024
* 0.4-8	31 Oct 2024	1.5-14	24 Mar 2022	1.7-39	13 Jun 2024	2.5-5	5 Sep 2024
* 0.4-9	31 Oct 2024	1.5-15	24 Mar 2022	1.7-40	13 Jun 2024	2.5-6	3 Oct 2024
* 0.4-10	31 Oct 2024	1.5-16	24 Mar 2022	1.7-41	13 Jun 2024	2.5-7	3 Oct 2024
* 0.4-11	31 Oct 2024	1.5-17	24 Mar 2022	1.7-42	13 Jun 2024	2.6-1	28 Dec 2023
* 0.4-12	31 Oct 2024	1.5-18	24 Mar 2022	1.7-43	13 Jun 2024	2.6-2	24 May 2018
* 0.4-13	31 Oct 2024	1.5-19	24 Mar 2022	1.7-44	13 Jun 2024	2.7-1	24 May 2018
* 0.4-14	31 Oct 2024	1.5-20	24 Feb 2022	1.7-45	13 Jun 2024	3.1-1	7 Sep 2023
* 0.4-15	31 Oct 2024	1.5-21	24 Feb 2022	1.7-46	13 Jun 2024	3.1-2	28 Dec 2023
* 0.4-16	31 Oct 2024	1.6-1	30 Dec 2021	1.7-47	13 Jun 2024	3.1-3	28 Dec 2023
* 0.4-17	31 Oct 2024	1.6-2	18 Jun 2020	1.7-48	13 Jun 2024	3.1-4	25 Jan 2024
* 0.4-18	31 Oct 2024	1.6-3	29 Dec 2022	1.7-49	13 Jun 2024	3.1-5	5 Sep 2024
0.5-1	24 May 2018	1.6-4	1 Dec 2022	1.7-50	13 Jun 2024	3.1-6	5 Sep 2024
0.6-1	23 Apr 2020	1.6-5	1 Dec 2022	1.7-51	13 Jun 2024	3.2-1	5 Sep 2024
1.1-1	2 Jan 2020	* 1.6-6	31 Oct 2024	1.7-52	13 Jun 2024	3.2-2	7 Oct 2021
1.1-2	2 Jan 2020	* 1.6-7	31 Oct 2024	1.7-53	13 Jun 2024	3.2-3	28 Dec 2023
1.2-1	23 Apr 2020	1.7-1	7 Sep 2023	1.7-54	13 Jun 2024	3.2-4	16 May 2024
1.2-2	29 Dec 2022	1.7-2	1 Dec 2022	1.7-55	13 Jun 2024	3.2-5	25 Jan 2024
1.2-3	21 Jun 2018	1.7-3	7 Sep 2023	1.7-56	13 Jun 2024	3.2-6	7 Sep 2023
1.2-4	21 Jun 2018	1.7-4	1 Dec 2022	1.7-57	13 Jun 2024	3.2-7	7 Sep 2023
1.2-5	2 Jan 2020	1.7-5	26 Jan 2023	1.7-58	13 Jun 2024	3.2-8	7 Oct 2021
1.2-6	19 Jul 2018	1.7-6	7 Sep 2023	1.7-59	13 Jun 2024	3.3-1	25 Jan 2024
1.2-7	21 Jun 2018	1.7-7	1 Dec 2022	1.7-60	13 Jun 2024	3.3-2	18 Apr 2024
1.2-8	2 Jan 2020	1.7-8	7 Sep 2023	1.7-61	13 Jun 2024	3.3-3	18 Apr 2024
1.2-9	21 Jun 2018	1.7-9	7 Sep 2023	1.7-62	13 Jun 2024	3.3-4	18 Apr 2024
1.2-10	21 Jun 2018	1.7-10	7 Sep 2023	1.7-63	13 Jun 2024	3.3-5	18 Apr 2024
1.2-11	29 Dec 2022	1.7-11	7 Sep 2023	2.1-1	21 Mar 2024	3.3-6	18 Apr 2024
1.2-12	21 Jun 2018	1.7-12	7 Sep 2023	2.1-2	26 Jan 2023	3.3-7	18 Apr 2024
1.2-13	25 Jan 2024	1.7-13	7 Sep 2023	2.2-1	2 Dec 2021	3.3-8	18 Apr 2024
1.2-14	21 Jun 2018	1.7-14	7 Sep 2023	2.2-2	18 Apr 2024	3.3-9	18 Apr 2024
1.2-15	23 Apr 2020	1.7-15	7 Sep 2023	2.2-3	18 Apr 2024	3.3-10	18 Apr 2024
1.2-16	23 Apr 2020	1.7-16	7 Sep 2023	2.2-4	18 Apr 2024	3.4-1	29 Dec 2022
1.2-17	23 Apr 2020	1.7-17	7 Sep 2023	2.2-5	25 Jan 2024	3.4-2	27 Jan 2022
1.2-18	23 Apr 2020	1.7-18	7 Sep 2023	* 2.2-6	31 Oct 2024	3.4-3	27 Jan 2022
1.3-1	21 Jun 2018	1.7-19	7 Sep 2023	* 2.2-7	31 Oct 2024	3.4-4	27 Jan 2022
1.3-2	21 Jun 2018	1.7-20	7 Sep 2023	2.2-8	18 Apr 2024	3.4-5	12 Sep 2019
1.3-3	16 Jun 2022	1.7-21	7 Sep 2023	2.2-9	18 Apr 2024	3.4-6	7 Sep 2023

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
GEN		ENR		ENR		ENR	
3.4-7	5 Sep 2024	0.1-1	14 Jul 2022	1.4-3	20 May 2021	1.7-2	23 Apr 2020
3.4-8	5 Sep 2024	1.1-1	18 Apr 2024	1.4-4	23 Mar 2023	1.7-3	23 Apr 2020
3.4-9	5 Sep 2024	1.1-2	8 Aug 2024	1.4-5	20 May 2021	1.7-4	23 Apr 2020
3.4-10	5 Sep 2024	1.1-3	5 Sep 2024	1.4-6	19 May 2022	1.7-5	30 Jan 2020
3.5-1	17 Jun 2021	1.1-4	5 Sep 2024	1.4-7	19 May 2022	* 1.8-1	31 Oct 2024
3.5-2	17 Jun 2021	1.1-5	5 Sep 2024	1.4-8	19 May 2022	1.9-1	21 Jun 2018
3.5-3	11 Aug 2022	1.1-6	5 Sep 2024	1.4-9	19 May 2022	1.9-2	23 Apr 2020
3.5-4	17 Jun 2021	1.1-7	5 Sep 2024	1.4-10	19 May 2022	1.9-3	14 Jul 2022
3.5-5	11 Jul 2024	1.1-8	5 Sep 2024	1.4-11	19 May 2022	1.9-4	14 Jul 2022
3.5-6	11 Jul 2024	1.1-9	5 Sep 2024	1.4-12	8 Sep 2022	1.9-5	14 Jul 2022
3.5-7	11 Jul 2024	1.1-10	5 Sep 2024	1.4-13	8 Sep 2022	1.9-6	14 Jul 2022
3.5-8	11 Aug 2022	1.1-11	5 Sep 2024	1.5-1	10 Aug 2023	1.9-7	14 Jul 2022
3.5-9	25 Mar 2021	1.1-12	5 Sep 2024	1.5-2	10 Aug 2023	1.9-8	10 Sep 2020
3.5-10	25 Mar 2021	1.1-13	5 Sep 2024	1.5-3	10 Aug 2023	1.9-9	23 Apr 2020
3.5-11	4 Nov 2021	1.1-14	5 Sep 2024	1.5-4	10 Aug 2023	1.10-1	21 Jun 2018
3.5-12	4 Nov 2021	1.1-15	5 Sep 2024	1.6-1	16 May 2024	1.10-2	27 Jan 2022
3.5-13	11 Aug 2022	1.1-16	5 Sep 2024	1.6-2	10 Oct 2019	1.10-3	7 Oct 2021
3.5-14	11 Aug 2022	1.1-17	5 Sep 2024	1.6-3	5 Nov 2020	1.10-4	21 Jun 2018
3.5-15	11 Aug 2022	1.1-18	5 Sep 2024	1.6-4	27 Feb 2020	1.10-5	21 Jun 2018
3.5-16	4 Nov 2021	1.1-19	5 Sep 2024	1.6-5	27 Feb 2020	1.10-6	7 Oct 2021
3.5-17	4 Nov 2021	1.1-20	5 Sep 2024	1.6-6	3 Oct 2024	1.10-7	21 Jun 2018
3.5-18	13 Jul 2023	1.1-21	5 Sep 2024	1.6-7	1 Dec 2022	1.10-8	8 Nov 2018
3.5-19	13 Jul 2023	* 1.1-22	31 Oct 2024	1.6-8	19 May 2022	1.10-9	21 Jun 2018
3.5-20	4 Nov 2021	* 1.1-23	31 Oct 2024	1.6-9	5 Sep 2024	1.10-10	8 Nov 2018
3.5-21	4 Nov 2021	1.1-24	5 Sep 2024	1.6-10	5 Sep 2024	1.10-11	21 Jun 2018
3.5-22	4 Nov 2021	1.1-25	5 Sep 2024	1.6-11	5 Sep 2024	1.10-12	10 Sep 2020
3.5-23	4 Nov 2021	1.1-26	25 Jan 2024	1.6-12	5 Sep 2024	1.10-13	21 Jun 2018
3.5-24	4 Nov 2021	1.1-27	25 Jan 2024	1.6-13	5 Sep 2024	1.10-14	27 Jan 2022
3.5-25	4 Nov 2021	1.1-28	25 Jan 2024	1.6-14	5 Sep 2024	1.10-15	22 Feb 2024
3.5-26	13 Jul 2023	1.1-29	25 Jan 2024	1.6-15	5 Sep 2024	1.10-16	22 Feb 2024
3.5-27	13 Jul 2023	* 1.1-30	31 Oct 2024	1.6-16	5 Sep 2024	1.10-17	22 Feb 2024
3.5-28	13 Jul 2023	1.1-31	25 Jan 2024	1.6-17	5 Sep 2024	1.10-18	22 Feb 2024
3.5-29	13 Jul 2023	1.1-32	25 Jan 2024	1.6-18	5 Sep 2024	1.10-19	22 Feb 2024
3.5-30	29 Dec 2022	1.1-33	25 Jan 2024	1.6-19	5 Sep 2024	1.10-20	10 Sep 2020
3.5-31	11 Aug 2022	1.1-34	21 Mar 2024	1.6-20	5 Sep 2024	1.10-21	22 Feb 2024
3.5-32	13 Jul 2023	* 1.1-35	31 Oct 2024	1.6-21	5 Oct 2023	1.10-22	27 Jan 2022
3.5-33	4 Nov 2021	* 1.1-36	31 Oct 2024	* 1.6-22	31 Oct 2024	* 1.11-1	31 Oct 2024
3.5-34	11 Aug 2022	* 1.1-37	31 Oct 2024	1.6-23	3 Oct 2024	1.12-1	21 Jun 2018
3.5-35	4 Nov 2021	* 1.1-38	31 Oct 2024	1.6-24	5 Oct 2023	1.12-2	21 Jun 2018
3.6-1	1 Dec 2022	* 1.1-39	31 Oct 2024	1.6-25	25 Jan 2024	1.13-1	24 May 2018
3.6-2	1 Dec 2022	* 1.1-40	31 Oct 2024	1.6-26	25 Jan 2024	1.14-1	25 Feb 2021
3.6-3	1 Dec 2022	* 1.1-41	31 Oct 2024	1.6-27	25 Jan 2024	1.14-2	25 Feb 2021
3.6-4	5 Sep 2024	* 1.1-42	31 Oct 2024	1.6-28	22 Feb 2024	1.14-3	25 Feb 2021
3.6-5	1 Dec 2022	* 1.1-43	31 Oct 2024	1.6-29	22 Feb 2024	2.1-1	11 Jul 2024
3.6-6	1 Dec 2022	* 1.1-44	31 Oct 2024	1.6-30	25 Jan 2024	2.1-2	10 Aug 2023
3.6-7	1 Dec 2022	* 1.1-45	31 Oct 2024	1.6-31	25 Jan 2024	2.1-3	11 Jul 2024
3.6-8	1 Dec 2022	1.2-1	16 Jun 2022	1.6-32	25 Jan 2024	2.1-4	15 Jun 2023
3.6-9	1 Dec 2022	1.2-2	20 May 2021	1.6-33	25 Jan 2024	2.1-5	15 Jun 2023
3.6-10	1 Dec 2022	1.2-3	3 Nov 2022	1.6-34	25 Jan 2024	2.1-6	15 Jun 2023
4.1-1	24 May 2018	1.3-1	5 Oct 2023	1.6-35	25 Jan 2024	2.1-7	15 Jun 2023
4.1-2	28 Dec 2023	1.3-2	2 Dec 2021	1.6-36	25 Jan 2024	2.1-8	15 Jun 2023
4.2-1	18 Apr 2024	1.3-3	22 Feb 2024	1.6-37	25 Jan 2024	2.1-9	25 Jan 2024
4.2-2	18 Apr 2024	1.4-1	27 Jan 2022	1.6-38	25 Jan 2024	2.1-10	25 Jan 2024
4.2-3	18 Apr 2024	1.4-2	23 Mar 2023	1.7-1	23 Apr 2020	2.1-11	25 Jan 2024

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
ENR		ENR		ENR		ENR	
2.1-12	25 Jan 2024	2.1-66	16 May 2024	* 2.2-1	31 Oct 2024	3.2-1	7 Sep 2023
2.1-13	3 Oct 2024	2.1-67	16 May 2024	2.2-2	3 Oct 2024	3.2-2	11 Jul 2024
2.1-14	3 Oct 2024	2.1-68	16 May 2024	2.2-3	3 Oct 2024	3.2-3	13 Jul 2023
2.1-15	3 Oct 2024	2.1-69	16 May 2024	2.2-4	3 Oct 2024	3.2-4	7 Sep 2023
2.1-16	3 Oct 2024	2.1-70	16 May 2024	2.2-5	5 Oct 2023	3.2-5	23 Mar 2023
2.1-17	11 Jul 2024	2.1-71	16 May 2024	2.2-6	3 Oct 2024	3.2-6	23 Mar 2023
2.1-18	11 Jul 2024	2.1-72	16 May 2024	2.2-7	10 Aug 2023	3.2-7	23 Mar 2023
2.1-19	11 Jul 2024	2.1-73	16 May 2024	2.2-8	25 Jan 2024	3.2-8	7 Sep 2023
2.1-20	11 Jul 2024	2.1-74	16 May 2024	2.2-9	10 Aug 2023	3.2-9	7 Sep 2023
2.1-21	11 Jul 2024	2.1-75	16 May 2024	2.2-10	10 Aug 2023	3.2-10	11 Jul 2024
2.1-22	11 Jul 2024	2.1-76	16 May 2024	2.2-11	10 Aug 2023	3.2-11	7 Sep 2023
2.1-23	11 Jul 2024	2.1-77	16 May 2024	2.2-12	10 Aug 2023	3.2-12	23 Mar 2023
2.1-24	11 Jul 2024	2.1-78	16 May 2024	2.2-13	10 Aug 2023	3.2-13	28 Dec 2023
2.1-25	11 Jul 2024	2.1-79	16 May 2024	2.2-14	3 Oct 2024	3.2-14	11 Jul 2024
2.1-26	15 Jun 2023	2.1-80	16 May 2024	2.2-15	3 Oct 2024	3.2-15	20 Apr 2023
2.1-27	16 May 2024	2.1-81	16 May 2024	2.2-16	3 Oct 2024	3.2-16	23 Mar 2023
2.1-28	16 May 2024	2.1-82	16 May 2024	2.2-17	3 Oct 2024	3.2-17	7 Sep 2023
2.1-29	16 May 2024	2.1-83	16 May 2024	2.2-18	3 Oct 2024	3.2-18	7 Sep 2023
2.1-30	16 May 2024	2.1-84	13 Jun 2024	2.2-19	3 Oct 2024	3.2-19	7 Sep 2023
2.1-31	16 May 2024	2.1-85	13 Jun 2024	2.2-20	3 Oct 2024	3.2-20	5 Oct 2023
2.1-32	16 May 2024	* 2.1-86	31 Oct 2024	2.2-21	3 Oct 2024	3.2-21	20 Apr 2023
2.1-33	16 May 2024	* 2.1-87	31 Oct 2024	2.2-22	3 Oct 2024	3.2-22	23 Mar 2023
2.1-34	16 May 2024	* 2.1-88	31 Oct 2024	2.2-23	3 Oct 2024	3.2-23	23 Mar 2023
2.1-35	16 May 2024	2.1-89	16 May 2024	2.2-24	3 Oct 2024	3.2-24	20 Apr 2023
2.1-36	16 May 2024	2.1-90	16 May 2024	2.2-25	3 Oct 2024	3.2-25	25 Jan 2024
2.1-37	16 May 2024	2.1-91	16 May 2024	2.2-26	3 Oct 2024	3.2-26	20 Apr 2023
2.1-38	16 May 2024	2.1-92	16 May 2024	2.2-27	3 Oct 2024	* 3.2-27	31 Oct 2024
2.1-39	16 May 2024	2.1-93	16 May 2024	2.2-28	3 Oct 2024	3.2-28	20 Apr 2023
2.1-40	16 May 2024	2.1-94	16 May 2024	2.2-29	3 Oct 2024	3.2-29	13 Jun 2024
2.1-41	16 May 2024	2.1-95	11 Jul 2024	2.2-30	3 Oct 2024	3.2-30	23 Mar 2023
2.1-42	16 May 2024	2.1-96	11 Jul 2024	2.2-31	3 Oct 2024	3.2-31	23 Mar 2023
2.1-43	16 May 2024	2.1-97	11 Jul 2024	2.2-32	3 Oct 2024	3.2-32	20 Apr 2023
2.1-44	16 May 2024	2.1-98	11 Jul 2024	2.2-33	3 Oct 2024	3.2-33	11 Jul 2024
2.1-45	16 May 2024	2.1-99	11 Jul 2024	2.2-34	3 Oct 2024	3.2-34	23 Mar 2023
2.1-46	16 May 2024	2.1-100	11 Jul 2024	2.2-35	3 Oct 2024	3.2-35	23 Mar 2023
2.1-47	16 May 2024	2.1-101	11 Jul 2024	2.2-36	3 Oct 2024	3.2-36	23 Mar 2023
2.1-48	11 Jul 2024	2.1-102	11 Jul 2024	2.2-37	3 Oct 2024	3.2-37	23 Mar 2023
2.1-49	16 May 2024	2.1-103	11 Jul 2024	2.2-38	3 Oct 2024	3.2-38	23 Mar 2023
2.1-50	16 May 2024	2.1-104	11 Jul 2024	2.2-39	3 Oct 2024	3.2-39	16 May 2024
2.1-51	16 May 2024	2.1-105	11 Jul 2024	2.2-40	3 Oct 2024	3.2-40	5 Oct 2023
2.1-52	16 May 2024	2.1-106	11 Jul 2024	2.2-41	3 Oct 2024	3.2-41	5 Oct 2023
2.1-53	16 May 2024	2.1-107	3 Oct 2024	2.2-42	3 Oct 2024	3.2-42	23 Mar 2023
2.1-54	16 May 2024	2.1-108	3 Oct 2024	2.2-43	3 Oct 2024	3.2-43	20 Apr 2023
2.1-55	16 May 2024	2.1-109	11 Jul 2024	2.2-44	3 Oct 2024	3.2-44	25 Jan 2024
2.1-56	16 May 2024	2.1-110	11 Jul 2024	2.2-45	3 Oct 2024	3.2-45	23 Mar 2023
2.1-57	16 May 2024	2.1-111	11 Jul 2024	2.2-46	3 Oct 2024	3.2-46	20 Apr 2023
2.1-58	16 May 2024	2.1-112	11 Jul 2024	2.2-47	3 Oct 2024	3.2-47	20 Apr 2023
2.1-59	16 May 2024	2.1-113	11 Jul 2024	2.2-48	3 Oct 2024	3.2-48	11 Jul 2024
2.1-60	16 May 2024	2.1-114	11 Jul 2024	2.2-49	3 Oct 2024	3.2-49	28 Dec 2023
2.1-61	16 May 2024	2.1-115	11 Jul 2024	2.2-50	3 Oct 2024	3.2-50	23 Mar 2023
2.1-62	16 May 2024	2.1-116	11 Jul 2024	2.2-51	3 Oct 2024	3.2-51	23 Mar 2023
2.1-63	16 May 2024	2.1-117	11 Jul 2024	2.2-52	3 Oct 2024	3.2-52	11 Jul 2024
2.1-64	16 May 2024	2.1-118	3 Oct 2024	2.2-53	3 Oct 2024	3.2-53	25 Jan 2024
2.1-65	16 May 2024	2.1-119	3 Oct 2024	3.1-1	24 Feb 2022	3.2-54	23 Mar 2023

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
ENR		ENR		ENR		ENR	
3.2-55	28 Dec 2023	3.2-109	23 Mar 2023	3.2-163	25 Jan 2024	3.2-217	25 Jan 2024
3.2-56	5 Oct 2023	3.2-110	13 Jul 2023	3.2-164	7 Sep 2023	3.2-218	23 Mar 2023
3.2-57	20 Apr 2023	3.2-111	28 Dec 2023	3.2-165	11 Jul 2024	3.2-219	23 Mar 2023
3.2-58	7 Sep 2023	3.2-112	28 Dec 2023	3.2-166	23 Mar 2023	3.2-220	25 Jan 2024
3.2-59	28 Dec 2023	3.2-113	25 Jan 2024	3.2-167	13 Jul 2023	3.2-221	25 Jan 2024
3.2-60	25 Jan 2024	3.2-114	25 Jan 2024	3.2-168	23 Mar 2023	3.2-222	23 Mar 2023
3.2-61	20 Apr 2023	3.2-115	2 Nov 2023	3.2-169	23 Mar 2023	3.2-223	22 Feb 2024
* 3.2-62	31 Oct 2024	3.2-116	30 Nov 2023	3.2-170	23 Mar 2023	3.2-224	22 Feb 2024
3.2-63	7 Sep 2023	3.2-117	30 Nov 2023	3.2-171	23 Mar 2023	3.2-225	22 Feb 2024
3.2-64	7 Sep 2023	3.2-118	16 May 2024	* 3.2-172	31 Oct 2024	3.2-226	22 Feb 2024
3.2-65	20 Apr 2023	3.2-119	2 Nov 2023	* 3.2-173	31 Oct 2024	3.2-227	22 Feb 2024
3.2-66	23 Mar 2023	3.2-120	2 Nov 2023	3.2-174	23 Mar 2023	3.2-228	5 Oct 2023
3.2-67	23 Mar 2023	3.2-121	16 May 2024	3.2-175	7 Sep 2023	3.2-229	5 Oct 2023
3.2-68	23 Mar 2023	3.2-122	28 Dec 2023	3.2-176	23 Mar 2023	3.2-230	28 Dec 2023
3.2-69	28 Dec 2023	3.2-123	2 Nov 2023	3.2-177	11 Jul 2024	3.2-231	25 Jan 2024
3.2-70	7 Sep 2023	3.2-124	22 Feb 2024	3.2-178	28 Dec 2023	3.2-232	23 Mar 2023
3.2-71	14 Jul 2022	3.2-125	22 Feb 2024	3.2-179	5 Oct 2023	3.2-233	28 Dec 2023
3.2-72	20 Apr 2023	3.2-126	2 Nov 2023	3.2-180	7 Sep 2023	3.2-234	5 Oct 2023
3.2-73	8 Sep 2022	3.2-127	2 Nov 2023	3.2-181	5 Oct 2023	3.2-235	23 Mar 2023
3.2-74	23 Mar 2023	3.2-128	25 Jan 2024	3.2-182	23 Mar 2023	3.2-236	5 Oct 2023
3.2-75	7 Sep 2023	3.2-129	2 Nov 2023	3.2-183	25 Jan 2024	3.2-237	28 Dec 2023
3.2-76	23 Mar 2023	3.2-130	23 Mar 2023	3.2-184	20 Apr 2023	3.2-238	20 Apr 2023
3.2-77	23 Mar 2023	3.2-131	20 Apr 2023	3.2-185	20 Apr 2023	3.2-239	5 Oct 2023
3.2-78	23 Mar 2023	3.2-132	5 Oct 2023	3.2-186	20 Apr 2023	3.2-240	7 Sep 2023
3.2-79	5 Oct 2023	3.2-133	5 Oct 2023	3.2-187	20 Apr 2023	3.2-241	20 Apr 2023
3.2-80	5 Oct 2023	3.2-134	22 Feb 2024	* 3.2-188	31 Oct 2024	3.2-242	22 Feb 2024
3.2-81	13 Jul 2023	3.2-135	28 Dec 2023	* 3.2-189	31 Oct 2024	3.2-243	25 Jan 2024
3.2-82	23 Mar 2023	3.2-136	23 Mar 2023	3.2-190	28 Dec 2023	3.2-244	22 Feb 2024
3.2-83	7 Sep 2023	3.2-137	11 Jul 2024	3.2-191	23 Mar 2023	3.2-245	22 Feb 2024
3.2-84	23 Mar 2023	3.2-138	28 Dec 2023	3.2-192	28 Dec 2023	* 3.2-246	31 Oct 2024
3.2-85	20 Apr 2023	3.2-139	23 Mar 2023	3.2-193	20 Apr 2023	3.2-247	23 Mar 2023
3.2-86	28 Dec 2023	3.2-140	23 Mar 2023	3.2-194	20 Apr 2023	3.2-248	25 Jan 2024
3.2-87	2 Nov 2023	3.2-141	23 Mar 2023	3.2-195	23 Mar 2023	3.2-249	20 Apr 2023
3.2-88	2 Nov 2023	3.2-142	5 Oct 2023	3.2-196	23 Mar 2023	3.2-250	5 Oct 2023
3.2-89	23 Mar 2023	3.2-143	23 Mar 2023	3.2-197	23 Mar 2023	3.2-251	20 Apr 2023
3.2-90	13 Jul 2023	3.2-144	23 Mar 2023	3.2-198	7 Sep 2023	3.2-252	25 Jan 2024
3.2-91	28 Dec 2023	3.2-145	20 Apr 2023	3.2-199	23 Mar 2023	3.2-253	23 Mar 2023
3.2-92	20 Apr 2023	3.2-146	5 Oct 2023	3.2-200	7 Sep 2023	3.2-254	25 Jan 2024
3.2-93	5 Oct 2023	3.2-147	2 Nov 2023	3.2-201	13 Jul 2023	3.2-255	23 Mar 2023
3.2-94	5 Oct 2023	3.2-148	28 Dec 2023	3.2-202	5 Oct 2023	3.2-256	23 Mar 2023
3.2-95	5 Oct 2023	3.2-149	7 Sep 2023	3.2-203	28 Dec 2023	3.2-257	23 Mar 2023
3.2-96	5 Oct 2023	3.2-150	23 Mar 2023	3.2-204	5 Oct 2023	3.2-258	5 Oct 2023
3.2-97	23 Mar 2023	3.2-151	7 Sep 2023	3.2-205	13 Jul 2023	3.2-259	20 Apr 2023
3.2-98	20 Apr 2023	3.2-152	30 Nov 2023	3.2-206	28 Dec 2023	3.2-260	20 Apr 2023
3.2-99	23 Mar 2023	3.2-153	23 Mar 2023	3.2-207	7 Sep 2023	3.2-261	25 Jan 2024
3.2-100	23 Mar 2023	3.2-154	23 Mar 2023	3.2-208	23 Mar 2023	3.2-262	5 Oct 2023
3.2-101	7 Sep 2023	3.2-155	20 Apr 2023	3.2-209	13 Jul 2023	3.2-263	25 Jan 2024
3.2-102	23 Mar 2023	3.2-156	23 Mar 2023	3.2-210	23 Mar 2023	* 3.2-264	31 Oct 2024
3.2-103	23 Mar 2023	3.2-157	22 Feb 2024	3.2-211	7 Sep 2023	3.2-265	23 Mar 2023
* 3.2-104	31 Oct 2024	3.2-158	23 Mar 2023	3.2-212	7 Sep 2023	3.2-266	13 Jul 2023
3.2-105	23 Mar 2023	3.2-159	20 Apr 2023	3.2-213	25 Jan 2024	3.2-267	25 Jan 2024
3.2-106	30 Nov 2023	3.2-160	25 Jan 2024	3.2-214	20 Apr 2023	3.2-268	20 Apr 2023
3.2-107	20 Apr 2023	3.2-161	25 Jan 2024	3.2-215	23 Mar 2023	3.2-269	28 Dec 2023
3.2-108	23 Mar 2023	3.2-162	13 Jun 2024	3.2-216	23 Mar 2023	3.2-270	11 Jul 2024

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
ENR		ENR		ENR		ENR	
3.2-271	5 Oct 2023	5.1-8	3 Oct 2024	5.1-62	3 Oct 2024	* 5.1-116	31 Oct 2024
3.2-272	7 Sep 2023	* 5.1-9	31 Oct 2024	5.1-63	3 Oct 2024	* 5.1-117	31 Oct 2024
3.2-273	23 Mar 2023	* 5.1-10	31 Oct 2024	5.1-64	3 Oct 2024	* 5.1-118	31 Oct 2024
3.2-274	20 Apr 2023	* 5.1-11	31 Oct 2024	5.1-65	3 Oct 2024	* 5.1-119	31 Oct 2024
3.2-275	7 Sep 2023	* 5.1-12	31 Oct 2024	* 5.1-66	31 Oct 2024	* 5.1-120	31 Oct 2024
* 3.2-276	31 Oct 2024	* 5.1-13	31 Oct 2024	* 5.1-67	31 Oct 2024	* 5.1-121	31 Oct 2024
3.2-277	20 Apr 2023	* 5.1-14	31 Oct 2024	* 5.1-68	31 Oct 2024	* 5.1-122	31 Oct 2024
3.2-278	25 Jan 2024	* 5.1-15	31 Oct 2024	* 5.1-69	31 Oct 2024	* 5.1-123	31 Oct 2024
3.2-279	23 Mar 2023	* 5.1-16	31 Oct 2024	* 5.1-70	31 Oct 2024	* 5.1-124	31 Oct 2024
3.2-280	5 Oct 2023	* 5.1-17	31 Oct 2024	* 5.1-71	31 Oct 2024	* 5.1-125	31 Oct 2024
3.3-1	14 Jul 2022	* 5.1-18	31 Oct 2024	* 5.1-72	31 Oct 2024	* 5.1-126	31 Oct 2024
3.3-2	14 Jul 2022	* 5.1-19	31 Oct 2024	* 5.1-73	31 Oct 2024	* 5.1-127	31 Oct 2024
3.3-3	14 Jul 2022	* 5.1-20	31 Oct 2024	* 5.1-74	31 Oct 2024	* 5.1-128	31 Oct 2024
3.4-1	14 Jul 2022	* 5.1-21	31 Oct 2024	* 5.1-75	31 Oct 2024	* 5.1-129	31 Oct 2024
3.4-2	20 Apr 2023	5.1-22	3 Oct 2024	* 5.1-76	31 Oct 2024	* 5.1-130	31 Oct 2024
* 4.1-1	31 Oct 2024	5.1-23	3 Oct 2024	* 5.1-77	31 Oct 2024	* 5.1-131	31 Oct 2024
* 4.1-2	31 Oct 2024	5.1-24	3 Oct 2024	* 5.1-78	31 Oct 2024	* 5.1-132	31 Oct 2024
* 4.1-3	31 Oct 2024	5.1-25	3 Oct 2024	* 5.1-79	31 Oct 2024	* 5.1-133	31 Oct 2024
* 4.1-4	31 Oct 2024	* 5.1-26	31 Oct 2024	* 5.1-80	31 Oct 2024	* 5.1-134	31 Oct 2024
* 4.1-5	31 Oct 2024	5.1-27	3 Oct 2024	* 5.1-81	31 Oct 2024	* 5.1-135	31 Oct 2024
4.2-1	24 May 2018	5.1-28	3 Oct 2024	* 5.1-82	31 Oct 2024	* 5.1-136	31 Oct 2024
4.3-1	18 Jun 2020	5.1-29	3 Oct 2024	* 5.1-83	31 Oct 2024	* 5.1-137	31 Oct 2024
4.4-1	30 Nov 2023	5.1-30	3 Oct 2024	* 5.1-84	31 Oct 2024	* 5.1-138	31 Oct 2024
4.4-2	22 Feb 2024	5.1-31	3 Oct 2024	* 5.1-85	31 Oct 2024	* 5.1-139	31 Oct 2024
4.4-3	22 Feb 2024	5.1-32	3 Oct 2024	* 5.1-86	31 Oct 2024	* 5.1-140	31 Oct 2024
4.4-4	22 Feb 2024	5.1-33	3 Oct 2024	* 5.1-87	31 Oct 2024	* 5.1-141	31 Oct 2024
4.4-5	22 Feb 2024	5.1-34	3 Oct 2024	* 5.1-88	31 Oct 2024	* 5.1-142	31 Oct 2024
4.4-6	22 Feb 2024	5.1-35	3 Oct 2024	* 5.1-89	31 Oct 2024	* 5.1-143	31 Oct 2024
4.4-7	22 Feb 2024	5.1-36	8 Aug 2024	* 5.1-90	31 Oct 2024	* 5.1-144	31 Oct 2024
4.4-8	22 Feb 2024	5.1-37	3 Oct 2024	* 5.1-91	31 Oct 2024	* 5.1-145	31 Oct 2024
4.4-9	22 Feb 2024	5.1-38	3 Oct 2024	* 5.1-92	31 Oct 2024	* 5.1-146	31 Oct 2024
4.4-10	22 Feb 2024	5.1-39	3 Oct 2024	* 5.1-93	31 Oct 2024	* 5.1-147	31 Oct 2024
4.4-11	22 Feb 2024	5.1-40	3 Oct 2024	* 5.1-94	31 Oct 2024	* 5.1-148	31 Oct 2024
4.4-12	22 Feb 2024	5.1-41	8 Aug 2024	* 5.1-95	31 Oct 2024	* 5.1-149	31 Oct 2024
4.4-13	22 Feb 2024	5.1-42	8 Aug 2024	* 5.1-96	31 Oct 2024	* 5.1-150	31 Oct 2024
4.4-14	22 Feb 2024	5.1-43	8 Aug 2024	* 5.1-97	31 Oct 2024	* 5.1-151	31 Oct 2024
4.4-15	22 Feb 2024	5.1-44	8 Aug 2024	* 5.1-98	31 Oct 2024	* 5.1-152	31 Oct 2024
4.4-16	22 Feb 2024	5.1-45	8 Aug 2024	* 5.1-99	31 Oct 2024	* 5.1-153	31 Oct 2024
4.4-17	22 Feb 2024	5.1-46	3 Oct 2024	* 5.1-100	31 Oct 2024	* 5.1-154	31 Oct 2024
4.4-18	22 Feb 2024	5.1-47	3 Oct 2024	* 5.1-101	31 Oct 2024	* 5.2-1	31 Oct 2024
4.4-19	22 Feb 2024	* 5.1-48	31 Oct 2024	* 5.1-102	31 Oct 2024	5.2-2	21 Mar 2024
4.4-20	22 Feb 2024	* 5.1-49	31 Oct 2024	* 5.1-103	31 Oct 2024	5.2-3	25 Jan 2024
4.4-21	22 Feb 2024	* 5.1-50	31 Oct 2024	* 5.1-104	31 Oct 2024	* 5.2-4	31 Oct 2024
4.4-22	22 Feb 2024	* 5.1-51	31 Oct 2024	* 5.1-105	31 Oct 2024	5.2-5	21 Mar 2024
4.4-23	22 Feb 2024	5.1-52	3 Oct 2024	* 5.1-106	31 Oct 2024	5.2-6	21 Mar 2024
* 4.5-1	31 Oct 2024	5.1-53	3 Oct 2024	* 5.1-107	31 Oct 2024	5.2-7	13 Jul 2023
* 4.5-2	31 Oct 2024	5.1-54	3 Oct 2024	* 5.1-108	31 Oct 2024	5.2-8	13 Jul 2023
* 5.1-1	31 Oct 2024	5.1-55	3 Oct 2024	* 5.1-109	31 Oct 2024	5.2-9	3 Oct 2024
* 5.1-2	31 Oct 2024	5.1-56	3 Oct 2024	* 5.1-110	31 Oct 2024	5.2-10	3 Oct 2024
* 5.1-3	31 Oct 2024	5.1-57	3 Oct 2024	* 5.1-111	31 Oct 2024	5.2-11	21 Mar 2024
* 5.1-4	31 Oct 2024	5.1-58	3 Oct 2024	* 5.1-112	31 Oct 2024	5.2-12	3 Oct 2024
* 5.1-5	31 Oct 2024	5.1-59	3 Oct 2024	* 5.1-113	31 Oct 2024	5.2-13	21 Mar 2024
* 5.1-6	31 Oct 2024	5.1-60	3 Oct 2024	* 5.1-114	31 Oct 2024	5.2-14	13 Jul 2023
* 5.1-7	31 Oct 2024	5.1-61	3 Oct 2024	* 5.1-115	31 Oct 2024	5.2-15	13 Jul 2023

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
ENR		ENR		ENR		AD	
5.2-16	13 Jul 2023	6-10	27 Jan 2022	6-64	23 Mar 2023	0.1-1	25 Jan 2024
5.2-17	13 Jul 2023	* 6-11	31 Oct 2024	6-65	24 Feb 2022	0.1-2	7 Sep 2023
5.2-18	5 Sep 2024	6-12	23 Mar 2023	6-66	23 Mar 2023	1.1-1	2 Jan 2020
5.3-1	25 Jan 2024	6-13	23 Mar 2023	6-67	24 Feb 2022	1.1-2	10 Aug 2023
5.3-2	25 Jan 2024	6-14	22 Feb 2024	6-68	13 Jun 2024	1.1-3	10 Aug 2023
5.3-3	25 Jan 2024	6-15	16 May 2024	6-69	23 Mar 2023	1.1-4	10 Aug 2023
5.3-4	21 Mar 2024	6-16	16 May 2024	6-70	22 Feb 2024	1.1-5	10 Aug 2023
5.3-5	14 Jul 2022	6-17	16 May 2024	6-72	1 Dec 2022	1.1-6	10 Aug 2023
5.3-6	17 Jun 2021	6-18	23 Mar 2023	6-73	8 Sep 2022	1.1-7	10 Aug 2023
5.3-7	1 Dec 2022	6-19	8 Sep 2022	6-74	8 Sep 2022	1.1-8	10 Aug 2023
5.3-8	2 Nov 2023	6-20	2 Jan 2020	* 6-75	31 Oct 2024	1.2-1	29 Dec 2022
5.3-9	14 Jul 2022	6-21	2 Jan 2020	6-76	3 Oct 2024	1.2-2	29 Dec 2022
5.3-10	5 Oct 2023	6-22	2 Jan 2020	6-78	2 Jan 2020	1.2-3	29 Dec 2022
5.3-11	5 Oct 2023	6-23	24 Feb 2022	6-79	2 Jan 2020	1.2-4	29 Dec 2022
5.3-12	28 Dec 2023	6-24	22 Apr 2021	6-80	30 Nov 2023	1.3-1	28 Dec 2023
5.3-13	28 Dec 2023	6-25	22 Feb 2024	6-81	8 Aug 2024	1.3-2	25 Jan 2024
5.3-14	28 Dec 2023	6-26	22 Apr 2021	6-82	16 May 2024	1.3-3	25 Jan 2024
5.3-15	25 Jan 2024	6-27	28 Dec 2023	6-83	28 Dec 2023	1.3-4	25 Jan 2024
5.3-16	28 Dec 2023	6-28	8 Sep 2022			1.3-5	25 Jan 2024
5.3-17	28 Dec 2023	6-29	25 Feb 2021			1.4-1	8 Aug 2024
5.3-18	28 Dec 2023	6-30	25 Feb 2021			1.4-2	8 Aug 2024
5.3-19	28 Dec 2023	6-31	2 Jan 2020			1.5-1	25 Jan 2024
* 5.3-20	31 Oct 2024	6-32	22 Feb 2024			1.5-2	25 Jan 2024
* 5.3-21	31 Oct 2024	6-33	22 Feb 2024			1.5-3	25 Jan 2024
5.4-1	7 Oct 2021	6-34	20 Apr 2023			2.EGPD-1	18 May 2023
5.5-1	21 Mar 2024	6-35	20 Apr 2023			2.EGPD-2	18 May 2023
5.5-2	5 Sep 2024	6-36	23 Mar 2023			2.EGPD-3	8 Aug 2024
5.5-3	5 Sep 2024	6-37	22 Feb 2024			2.EGPD-4	8 Aug 2024
5.5-4	21 Mar 2024	6-38	23 Mar 2023			2.EGPD-5	8 Aug 2024
5.5-5	5 Sep 2024	6-39	3 Oct 2024			2.EGPD-6	8 Aug 2024
5.5-6	5 Sep 2024	6-40	13 Jun 2024			2.EGPD-7	8 Aug 2024
5.5-7	5 Sep 2024	6-41	15 Jun 2023			2.EGPD-8	8 Aug 2024
5.5-8	5 Sep 2024	6-42	5 Oct 2023			2.EGPD-9	18 May 2023
5.5-9	5 Sep 2024	6-43	15 Jun 2023			2.EGPD-10	18 Apr 2024
5.5-10	3 Oct 2024	6-44	8 Sep 2022			2.EGPD-11	18 Apr 2024
5.5-11	5 Sep 2024	6-45	1 Dec 2022			2.EGPD-12	18 Apr 2024
5.5-12	3 Oct 2024	6-46	1 Dec 2022			2.EGPD-13	18 Apr 2024
5.5-13	3 Oct 2024	6-47	3 Dec 2020			2.EGPD-14	15 Jun 2023
5.5-14	3 Oct 2024	6-48	23 Mar 2023			2.EGPD-15	15 Jun 2023
5.5-15	3 Oct 2024	6-49	27 Jan 2022			2.EGPD-2-1	8 Aug 2024
5.5-16	3 Oct 2024	6-50	23 Mar 2023			2.EGPD-2-2	8 Aug 2024
5.5-17	3 Oct 2024	6-51	30 Nov 2023			2.EGPD-2-3	8 Aug 2024
5.5-18	3 Oct 2024	6-52	2 Jan 2020			2.EGPD-3-1	22 Feb 2024
5.5-19	5 Sep 2024	6-53	2 Dec 2021			2.EGPD-3-2	22 Feb 2024
5.6-1	4 Nov 2021	6-54	2 Jan 2020			2.EGPD-4-1	24 Feb 2022
5.6-2	13 Jun 2024	6-55	7 Nov 2019			2.EGPD-5-1	24 Feb 2022
6-1	20 Apr 2023	6-56	2 Jan 2020			2.EGPD-5-2	03 Mar 2016
6-2	27 Jan 2022	6-57	23 Mar 2023			2.EGPD-8-1	7 Sep 2023
6-3	27 Jan 2022	6-58	2 Jan 2020			2.EGPD-8-2	7 Sep 2023
6-5	23 Mar 2023	6-59	2 Nov 2023			2.EGPD-8-3	7 Sep 2023
6-6	2 Jan 2020	6-60	30 Nov 2023			2.EGPD-8-4	7 Sep 2023
6-7	11 Jul 2024	6-61	20 Apr 2023			2.EGPD-8-5	7 Sep 2023
6-8	11 Jul 2024	6-62	2 Jan 2020			2.EGPD-8-6	7 Sep 2023
6-9	27 Jan 2022	6-63	2 Jan 2020			2.EGPD-8-7	7 Sep 2023

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGJA-1	15 Jun 2023	2.EGAA-15	18 Apr 2024	2.EGPL-8-4	18 Apr 2024	2.EGBB-6-3	16 May 2024
2.EGJA-2	25 Jan 2024	2.EGAA-16	18 Apr 2024	2.EGPL-8-5	18 Apr 2024	2.EGBB-6-4	20 Apr 2023
2.EGJA-3	25 Jan 2024	2.EGAA-2-1	13 Jun 2024	2.EGPL-8-6	18 Apr 2024	2.EGBB-6-5	20 Apr 2023
2.EGJA-4	8 Aug 2024	2.EGAA-2-2	13 Jun 2024	2.EGPL-8-7	18 Apr 2024	2.EGBB-6-6	1 Dec 2022
* 2.EGJA-5	31 Oct 2024	2.EGAA-5-1	14 Jul 2022	2.EGPL-8-8	18 Apr 2024	2.EGBB-6-7	3 Nov 2022
* 2.EGJA-6	31 Oct 2024	2.EGAA-8-1	5 Oct 2023	2.EGKB-1	20 Apr 2023	2.EGBB-6-8	3 Oct 2024
2.EGJA-7	25 Jan 2024	2.EGAA-8-2	5 Oct 2023	2.EGKB-2	7 Sep 2023	2.EGBB-6-9	1 Dec 2022
2.EGJA-8	8 Aug 2024	2.EGAA-8-3	5 Oct 2023	2.EGKB-3	5 Sep 2024	2.EGBB-7-1	13 Jun 2024
2.EGJA-9	26 Jan 2023	2.EGAA-8-4	5 Oct 2023	2.EGKB-4	5 Sep 2024	2.EGBB-7-2	13 Jun 2024
2.EGJA-10	25 Jan 2024	2.EGAA-8-5	5 Oct 2023	2.EGKB-5	5 Sep 2024	2.EGBB-7-3	13 Jun 2024
2.EGJA-11	14 Jul 2022	2.EGAA-8-6	5 Oct 2023	2.EGKB-6	5 Sep 2024	2.EGBB-7-4	13 Jun 2024
* 2.EGJA-2-1	31 Oct 2024	2.EGAA-8-7	5 Oct 2023	2.EGKB-7	5 Sep 2024	2.EGBB-7-5	13 Jun 2024
2.EGJA-5-1	18 Jul 2019	2.EGAA-8-8	5 Oct 2023	2.EGKB-8	5 Sep 2024	2.EGBB-7-6	13 Jun 2024
2.EGJA-7-1	11 Jul 2024	2.EGAA-8-9	5 Oct 2023	2.EGKB-9	5 Sep 2024	2.EGBB-7-7	13 Jun 2024
2.EGJA-8-1	10 Sep 2020	2.EGAA-8-10	5 Oct 2023	2.EGKB-10	5 Sep 2024	2.EGBB-7-8	13 Jun 2024
2.EGJA-8-2	18 Jul 2019	2.EGAA-8-11	5 Oct 2023	2.EGKB-11	5 Sep 2024	2.EGBB-7-9	13 Jun 2024
2.EGJA-8-3	10 Sep 2020	2.EGAA-8-12	5 Oct 2023	2.EGKB-12	5 Sep 2024	2.EGBB-7-10	13 Jun 2024
2.EGJA-8-4	18 Jul 2019	2.EGAA-8-13	5 Oct 2023	2.EGKB-13	5 Sep 2024	2.EGBB-7-11	13 Jun 2024
2.EGJA-8-5	10 Sep 2020	2.EGAA-8-14	14 Jul 2022	2.EGKB-14	5 Sep 2024	2.EGBB-8-1	11 Jul 2024
2.EGJA-8-6	10 Sep 2020	2.EGAC-1	25 Jan 2024	2.EGKB-15	5 Sep 2024	2.EGBB-8-2	11 Jul 2024
2.EGJA-8-7	10 Sep 2020	2.EGAC-2	6 Oct 2022	2.EGKB-2-1	5 Sep 2024	2.EGBB-8-3	11 Jul 2024
2.EGJA-8-8	10 Sep 2020	2.EGAC-3	16 May 2024	2.EGKB-5-1	21 Mar 2024	2.EGBB-8-4	11 Jul 2024
2.EGSL-1	11 Jul 2024	2.EGAC-4	16 May 2024	2.EGKB-7-1	3 Oct 2024	2.EGBB-8-5	11 Jul 2024
2.EGSL-2	11 Jul 2024	2.EGAC-5	16 May 2024	2.EGKB-7-2	3 Oct 2024	2.EGBB-8-6	11 Jul 2024
2.EGSL-3	3 Oct 2024	2.EGAC-6	11 Jul 2024	2.EGKB-8-1	5 Sep 2024	2.EGBB-8-7	11 Jul 2024
2.EGSL-4	3 Oct 2024	2.EGAC-7	16 May 2024	2.EGKB-8-2	5 Sep 2024	2.EGBB-8-8	11 Jul 2024
2.EGSL-5	14 Jul 2022	2.EGAC-8	16 May 2024	2.EGKB-8-3	13 Jul 2023	2.EGBB-8-9	11 Jul 2024
2.EGSL-6	14 Jul 2022	2.EGAC-9	16 May 2024	2.EGBB-1	25 Jan 2024	2.EGBB-8-10	11 Jul 2024
2.EGSL-2-1	3 Oct 2024	2.EGAC-10	16 May 2024	2.EGBB-2	5 Sep 2024	* 2.EGLK-1	31 Oct 2024
2.EGPR-1	26 Jan 2023	2.EGAC-11	16 May 2024	2.EGBB-3	28 Dec 2023	* 2.EGLK-2	31 Oct 2024
2.EGPR-2	29 Dec 2022	2.EGAC-12	16 May 2024	2.EGBB-4	18 Apr 2024	* 2.EGLK-3	31 Oct 2024
2.EGPR-3	26 Jan 2023	2.EGAC-13	16 May 2024	2.EGBB-5	13 Jun 2024	* 2.EGLK-4	31 Oct 2024
2.EGPR-4	26 Jan 2023	2.EGAC-14	16 May 2024	2.EGBB-6	13 Jun 2024	* 2.EGLK-5	31 Oct 2024
2.EGPR-5	18 May 2023	2.EGAC-2-1	22 Feb 2024	2.EGBB-7	13 Jun 2024	* 2.EGLK-6	31 Oct 2024
* 2.EGPR-6	31 Oct 2024	2.EGAC-2-2	15 Jun 2023	2.EGBB-8	18 Apr 2024	* 2.EGLK-7	31 Oct 2024
2.EGPR-2-1	26 Jan 2023	2.EGAC-5-1	14 Jul 2022	2.EGBB-9	18 Apr 2024	* 2.EGLK-8	31 Oct 2024
2.EGPR-8-1	3 Oct 2024	2.EGAC-8-1	16 May 2024	2.EGBB-10	18 Apr 2024	* 2.EGLK-9	31 Oct 2024
2.EGPR-8-2	3 Oct 2024	2.EGAC-8-2	5 Oct 2023	2.EGBB-11	3 Oct 2024	* 2.EGLK-10	31 Oct 2024
2.EGPR-8-3	3 Oct 2024	2.EGAC-8-3	5 Oct 2023	2.EGBB-12	5 Sep 2024	* 2.EGLK-11	31 Oct 2024
2.EGPR-8-4	3 Oct 2024	2.EGAC-8-4	16 May 2024	2.EGBB-13	5 Sep 2024	* 2.EGLK-12	31 Oct 2024
2.EGAA-1	13 Jul 2023	2.EGAC-8-5	16 May 2024	2.EGBB-14	5 Sep 2024	* 2.EGLK-2-1	31 Oct 2024
2.EGAA-2	13 Jul 2023	2.EGAC-8-6	5 Oct 2023	2.EGBB-15	5 Sep 2024	* 2.EGLK-2-2	31 Oct 2024
2.EGAA-3	11 Aug 2022	2.EGPL-1	3 Oct 2024	2.EGBB-16	5 Sep 2024	2.EGNH-1	13 Jun 2024
2.EGAA-4	13 Jul 2023	2.EGPL-2	14 Jul 2022	2.EGBB-17	5 Sep 2024	2.EGNH-2	13 Jun 2024
2.EGAA-5	13 Jul 2023	2.EGPL-3	25 Jan 2024	2.EGBB-18	5 Sep 2024	2.EGNH-3	13 Jun 2024
2.EGAA-6	8 Aug 2024	2.EGPL-4	26 Jan 2023	2.EGBB-19	5 Sep 2024	2.EGNH-4	13 Jun 2024
2.EGAA-7	7 Sep 2023	2.EGPL-5	25 Jan 2024	2.EGBB-2-1	16 May 2024	2.EGNH-5	13 Jun 2024
2.EGAA-8	13 Jul 2023	2.EGPL-6	18 Apr 2024	2.EGBB-2-2	11 Jul 2024	2.EGNH-6	13 Jun 2024
2.EGAA-9	13 Jul 2023	2.EGPL-7	18 Apr 2024	2.EGBB-2-3	16 May 2024	2.EGNH-7	5 Sep 2024
* 2.EGAA-10	31 Oct 2024	2.EGPL-8	18 Apr 2024	2.EGBB-4-1	16 May 2024	2.EGNH-8	13 Jun 2024
2.EGAA-11	3 Oct 2024	2.EGPL-2-1	18 Apr 2024	2.EGBB-4-3	16 May 2024	2.EGNH-9	13 Jun 2024
2.EGAA-12	3 Oct 2024	2.EGPL-8-1	18 Apr 2024	2.EGBB-5-1	16 Jun 2022	2.EGNH-2-1	16 May 2024
2.EGAA-13	25 Jan 2024	2.EGPL-8-2	18 Apr 2024	2.EGBB-6-1	20 Apr 2023	2.EGNH-2-2	16 May 2024
2.EGAA-14	25 Jan 2024	2.EGPL-8-3	18 Apr 2024	2.EGBB-6-2	16 May 2024	2.EGNH-8-1	21 Mar 2024

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGNH-8-2	21 Mar 2024	2.EGGD-5-1	3 Oct 2024	2.EGEC-3	2 Nov 2023	2.EGFF-8-13	10 Aug 2023
2.EGNH-8-3	16 May 2024	2.EGGD-6-1	18 Apr 2024	2.EGEC-4	2 Nov 2023	2.EGFF-8-14	22 Apr 2021
2.EGNH-8-4	16 May 2024	2.EGGD-6-2	18 Apr 2024	2.EGEC-5	2 Nov 2023	2.EGFF-8-15	2 Dec 2021
2.EGNH-8-5	21 Mar 2024	2.EGGD-6-3	18 Apr 2024	2.EGEC-6	21 Mar 2024	2.EGLJ-1	15 Jun 2023
2.EGNH-8-6	21 Mar 2024	2.EGGD-7-1	16 May 2024	* 2.EGEC-7	31 Oct 2024	2.EGLJ-2	22 Feb 2024
2.EGNH-8-7	31 Dec 2020	2.EGGD-7-2	18 Apr 2024	2.EGEC-2-1	20 Apr 2023	2.EGLJ-3	22 Feb 2024
2.EGHH-1	13 Jul 2023	2.EGGD-7-3	16 May 2024	2.EGEC-8-1	3 Oct 2024	2.EGLJ-4	20 Apr 2023
2.EGHH-2	14 Jul 2022	2.EGGD-7-4	18 Apr 2024	2.EGEC-8-2	3 Oct 2024	2.EGLJ-5	20 Apr 2023
2.EGHH-3	11 Aug 2022	2.EGGD-7-5	18 Apr 2024	2.EGEC-8-3	3 Oct 2024	2.EGLJ-2-1	18 May 2023
2.EGHH-4	11 Jul 2024	2.EGGD-7-6	18 Apr 2024	2.EGEC-8-4	3 Oct 2024	2.EGHR-1	28 Dec 2023
2.EGHH-5	11 Jul 2024	2.EGGD-7-7	18 Apr 2024	2.EGFF-1	14 Jul 2022	2.EGHR-2	11 Jul 2024
2.EGHH-6	11 Jul 2024	2.EGGD-7-8	23 Mar 2023	2.EGFF-2	18 Apr 2024	* 2.EGHR-3	31 Oct 2024
2.EGHH-7	11 Jul 2024	2.EGGD-7-9	23 Mar 2023	2.EGFF-3	5 Sep 2024	* 2.EGHR-4	31 Oct 2024
2.EGHH-8	11 Jul 2024	2.EGGD-7-10	23 Mar 2023	2.EGFF-4	5 Sep 2024	* 2.EGHR-5	31 Oct 2024
* 2.EGHH-9	31 Oct 2024	2.EGGD-8-1	13 Jun 2024	2.EGFF-5	5 Sep 2024	* 2.EGHR-6	31 Oct 2024
2.EGHH-10	11 Jul 2024	2.EGGD-8-2	13 Jun 2024	2.EGFF-6	5 Sep 2024	* 2.EGHR-7	31 Oct 2024
2.EGHH-11	11 Jul 2024	2.EGGD-8-3	13 Jun 2024	2.EGFF-7	8 Aug 2024	2.EGHR-2-1	21 Mar 2024
2.EGHH-12	11 Jul 2024	2.EGGD-8-4	13 Jun 2024	2.EGFF-8	8 Aug 2024	2.EGHR-4-1	23 Feb 2023
2.EGHH-13	11 Jul 2024	2.EGGD-8-5	13 Jun 2024	2.EGFF-9	15 Jun 2023	2.EGEL-1	8 Aug 2024
2.EGHH-14	11 Jul 2024	2.EGGD-8-6	13 Jun 2024	2.EGFF-10	15 Jun 2023	2.EGEL-2	8 Aug 2024
2.EGHH-15	11 Jul 2024	2.EGGD-8-7	13 Jun 2024	2.EGFF-11	15 Jun 2023	2.EGEL-3	8 Aug 2024
2.EGHH-2-1	11 Jul 2024	2.EGGD-8-8	13 Jun 2024	2.EGFF-12	15 Jun 2023	2.EGEL-4	8 Aug 2024
2.EGHH-2-2	11 Jul 2024	2.EGGD-8-9	25 Mar 2021	2.EGFF-13	15 Jun 2023	2.EGEL-5	29 Dec 2022
2.EGHH-5-1	31 Dec 2020	2.EGCK-1	16 May 2024	2.EGFF-14	15 Jun 2023	2.EGEL-2-1	8 Aug 2024
2.EGHH-7-1	8 Aug 2024	2.EGCK-2	16 May 2024	2.EGFF-2-1	5 Sep 2024	2.EGEY-1	15 Jun 2023
2.EGHH-7-2	8 Aug 2024	2.EGCK-3	16 May 2024	2.EGFF-2-2	8 Aug 2024	2.EGEY-2	5 Sep 2024
2.EGHH-7-3	8 Aug 2024	2.EGCK-4	16 May 2024	2.EGFF-4-1	13 Jun 2024	2.EGEY-3	5 Sep 2024
2.EGHH-7-4	8 Aug 2024	2.EGCK-5	16 May 2024	2.EGFF-4-2	23 Mar 2023	2.EGEY-4	5 Sep 2024
2.EGHH-7-5	8 Aug 2024	2.EGCK-6	3 Oct 2024	2.EGFF-5-1	13 Jun 2024	2.EGEY-5	29 Dec 2022
2.EGHH-7-6	8 Aug 2024	2.EGCK-2-1	16 May 2024	2.EGFF-6-1	10 Aug 2023	2.EGEY-6	29 Dec 2022
2.EGHH-7-7	8 Aug 2024	2.EGSC-1	16 May 2024	2.EGFF-6-2	10 Aug 2023	2.EGEY-2-1	5 Sep 2024
2.EGHH-8-1	31 Dec 2020	2.EGSC-2	3 Oct 2024	2.EGFF-6-3	10 Aug 2023	2.EGHA-1	25 Jan 2024
2.EGHH-8-2	31 Dec 2020	2.EGSC-3	3 Oct 2024	2.EGFF-7-1	16 May 2024	2.EGHA-2	3 Oct 2024
2.EGHH-8-3	31 Dec 2020	* 2.EGSC-4	31 Oct 2024	2.EGFF-7-2	18 May 2023	2.EGHA-3	13 Jul 2023
2.EGHH-8-4	31 Dec 2020	* 2.EGSC-5	31 Oct 2024	2.EGFF-7-3	16 May 2024	2.EGHA-4	25 Jan 2024
2.EGHH-8-5	31 Dec 2020	* 2.EGSC-6	31 Oct 2024	2.EGFF-7-4	18 May 2023	* 2.EGHA-5	31 Oct 2024
2.EGHH-8-6	31 Dec 2020	* 2.EGSC-7	31 Oct 2024	2.EGFF-7-5	23 Mar 2023	2.EGHA-2-1	13 Jul 2023
2.EGGD-1	5 Oct 2023	* 2.EGSC-8	31 Oct 2024	2.EGFF-7-6	23 Mar 2023	2.EGHA-4-1	25 Jan 2024
2.EGGD-2	2 Nov 2023	* 2.EGSC-9	31 Oct 2024	2.EGFF-7-7	23 Mar 2023	2.EGBE-1	2 Nov 2023
2.EGGD-3	3 Oct 2024	* 2.EGSC-10	31 Oct 2024	2.EGFF-7-8	23 Mar 2023	2.EGBE-2	10 Aug 2023
* 2.EGGD-4	31 Oct 2024	* 2.EGSC-11	31 Oct 2024	2.EGFF-7-9	23 Mar 2023	2.EGBE-3	25 Jan 2024
* 2.EGGD-5	31 Oct 2024	2.EGSC-2-1	3 Oct 2024	2.EGFF-7-10	23 Mar 2023	2.EGBE-4	25 Jan 2024
2.EGGD-6	8 Aug 2024	2.EGSC-2-2	3 Oct 2024	2.EGFF-8-1	10 Aug 2023	2.EGBE-5	25 Jan 2024
2.EGGD-7	18 May 2023	2.EGSC-5-1	3 Oct 2024	2.EGFF-8-2	10 Aug 2023	2.EGBE-6	25 Jan 2024
2.EGGD-8	18 Apr 2024	2.EGSC-8-1	3 Oct 2024	2.EGFF-8-3	12 Aug 2021	2.EGBE-7	25 Jan 2024
2.EGGD-9	18 Apr 2024	2.EGSC-8-2	3 Oct 2024	2.EGFF-8-4	2 Dec 2021	2.EGBE-8	25 Jan 2024
* 2.EGGD-10	31 Oct 2024	2.EGSC-8-3	3 Oct 2024	2.EGFF-8-5	10 Aug 2023	2.EGBE-9	25 Jan 2024
* 2.EGGD-11	31 Oct 2024	2.EGSC-8-4	3 Oct 2024	2.EGFF-8-6	10 Aug 2023	2.EGBE-10	25 Jan 2024
* 2.EGGD-12	31 Oct 2024	2.EGSC-8-5	3 Oct 2024	2.EGFF-8-7	10 Aug 2023	2.EGBE-2-1	21 Mar 2024
2.EGGD-13	18 Apr 2024	2.EGSC-8-6	3 Oct 2024	2.EGFF-8-8	10 Aug 2023	2.EGBE-2-2	25 Jan 2024
2.EGGD-14	18 Apr 2024	2.EGSC-8-7	10 Aug 2023	2.EGFF-8-9	10 Aug 2023	2.EGTC-1	14 Jul 2022
* 2.EGGD-2-1	31 Oct 2024	2.EGSC-8-8	10 Aug 2023	2.EGFF-8-10	12 Aug 2021	* 2.EGTC-2	31 Oct 2024
* 2.EGGD-2-2	31 Oct 2024	2.EGEC-1	14 Jul 2022	2.EGFF-8-11	2 Dec 2021	* 2.EGTC-3	31 Oct 2024
2.EGGD-4-1	3 Oct 2024	2.EGEC-2	25 Jan 2024	2.EGFF-8-12	10 Aug 2023	* 2.EGTC-4	31 Oct 2024

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
* 2.EGTC-5	31 Oct 2024	2.EGCN-2-2	29 Dec 2022	2.EGTU-6	23 Mar 2023	2.EGNX-8-5	16 May 2024
2.EGTC-6	13 Jun 2024	2.EGCN-2-3	1 Dec 2022	2.EGTU-2-1	18 May 2023	2.EGNX-8-6	16 May 2024
2.EGTC-7	13 Jun 2024	2.EGCN-4-1	22 Apr 2021	2.EGSU-1	23 Feb 2023	2.EGED-1	14 Jul 2022
2.EGTC-8	13 Jun 2024	2.EGCN-5-1	1 Dec 2022	2.EGSU-2	16 May 2024	2.EGED-2	14 Jul 2022
2.EGTC-9	13 Jun 2024	2.EGCN-6-1	8 Oct 2020	2.EGSU-3	23 Feb 2023	2.EGED-3	14 Jul 2022
* 2.EGTC-2-1	31 Oct 2024	2.EGCN-6-2	8 Oct 2020	2.EGSU-4	23 Feb 2023	2.EGED-4	14 Jul 2022
2.EGTC-8-1	11 Aug 2022	2.EGCN-6-3	8 Oct 2020	2.EGSU-5	23 Feb 2023	2.EGED-5	14 Jul 2022
2.EGTC-8-2	11 Aug 2022	2.EGCN-6-4	8 Oct 2020	2.EGSU-2-1	18 May 2023	2.EGED-2-1	27 Feb 2020
2.EGTC-8-3	13 Jun 2024	2.EGCN-6-5	8 Oct 2020	2.EGSR-1	14 Jul 2022	2.EGPH-1	14 Jul 2022
2.EGTC-8-4	13 Jun 2024	2.EGCN-6-6	8 Oct 2020	2.EGSR-2	13 Aug 2020	2.EGPH-2	8 Aug 2024
2.EGTC-8-5	13 Jun 2024	2.EGCN-6-7	8 Oct 2020	2.EGSR-3	14 Jul 2022	2.EGPH-3	8 Aug 2024
2.EGTC-8-6	13 Jun 2024	2.EGCN-7-1	26 Jan 2023	2.EGSR-4	14 Jul 2022	* 2.EGPH-4	31 Oct 2024
2.EGTC-8-7	13 Jun 2024	2.EGCN-7-2	28 Jan 2021	2.EGSR-5	14 Jul 2022	* 2.EGPH-5	31 Oct 2024
2.EGPG-1	13 Jul 2023	2.EGCN-7-3	6 Oct 2022	2.EGSR-2-1	3 Oct 2024	2.EGPH-6	25 Jan 2024
2.EGPG-2	18 Apr 2024	2.EGCN-7-4	8 Oct 2020	2.EGNX-1	14 Jul 2022	2.EGPH-7	25 Jan 2024
2.EGPG-3	13 Jul 2023	2.EGCN-7-5	8 Oct 2020	2.EGNX-2	18 Apr 2024	2.EGPH-8	25 Jan 2024
2.EGPG-4	13 Jul 2023	2.EGCN-7-6	8 Oct 2020	2.EGNX-3	20 Jun 2019	2.EGPH-9	25 Jan 2024
2.EGPG-5	14 Jul 2022	2.EGCN-8-1	22 Apr 2021	2.EGNX-4	18 Apr 2024	2.EGPH-10	25 Jan 2024
2.EGPG-6	14 Jul 2022	2.EGCN-8-2	11 Aug 2022	2.EGNX-5	30 Nov 2023	2.EGPH-11	25 Jan 2024
2.EGPG-2-1	10 Aug 2023	2.EGCN-8-3	22 Apr 2021	2.EGNX-6	30 Nov 2023	2.EGPH-12	25 Jan 2024
2.EGLD-1	25 Jan 2024	2.EGCN-8-4	22 Apr 2021	2.EGNX-7	30 Nov 2023	2.EGPH-13	18 Apr 2024
2.EGLD-2	23 Mar 2023	2.EGCN-8-5	2 Dec 2021	2.EGNX-8	14 Jul 2022	2.EGPH-14	18 Apr 2024
2.EGLD-3	10 Aug 2023	2.EGCN-8-6	22 Apr 2021	2.EGNX-9	8 Aug 2024	2.EGPH-15	25 Jan 2024
2.EGLD-4	21 Mar 2024	2.EGCN-8-7	22 Apr 2021	2.EGNX-10	8 Aug 2024	2.EGPH-16	25 Jan 2024
2.EGLD-5	23 Mar 2023	2.EGCN-8-8	22 Apr 2021	2.EGNX-11	8 Aug 2024	* 2.EGPH-2-1	31 Oct 2024
2.EGLD-6	25 Jan 2024	2.EGCN-8-9	22 Apr 2021	2.EGNX-12	25 Jan 2024	* 2.EGPH-2-2	31 Oct 2024
2.EGLD-7	23 Mar 2023	2.EGCN-8-10	2 Dec 2021	2.EGNX-13	18 Apr 2024	* 2.EGPH-2-3	31 Oct 2024
2.EGLD-2-1	21 Mar 2024	2.EGCN-8-11	22 Apr 2021	2.EGNX-14	18 Apr 2024	2.EGPH-4-1	2 Nov 2023
2.EGLD-4-1	19 May 2022	2.EGCN-8-12	22 Apr 2021	2.EGNX-15	18 Apr 2024	2.EGPH-5-1	25 Apr 2019
2.EGBD-1	14 Jul 2022	2.EGCN-8-13	22 Apr 2021	2.EGNX-16	18 Apr 2024	2.EGPH-6-1	16 May 2024
2.EGBD-2	7 Oct 2021	2.EGCN-8-14	2 Dec 2021	* 2.EGNX-17	31 Oct 2024	2.EGPH-6-2	13 Jun 2024
2.EGBD-3	7 Oct 2021	2.EGPN-1	8 Aug 2024	2.EGNX-2-1	28 Dec 2023	2.EGPH-6-3	16 May 2024
2.EGBD-4	14 Jul 2022	2.EGPN-2	25 Jan 2024	2.EGNX-2-2	11 Jul 2024	2.EGPH-7-1	13 Jun 2024
2.EGBD-5	14 Jul 2022	2.EGPN-3	25 Jan 2024	2.EGNX-2-3	28 Dec 2023	2.EGPH-7-2	13 Jun 2024
2.EGBD-2-1	21 May 2020	2.EGPN-4	3 Oct 2024	2.EGNX-4-1	25 Jan 2024	2.EGPH-7-3	13 Jun 2024
2.EGCN-1	15 Jun 2023	2.EGPN-5	2 Nov 2023	2.EGNX-5-1	31 Dec 2020	2.EGPH-7-4	13 Jun 2024
2.EGCN-2	3 Nov 2022	2.EGPN-6	8 Aug 2024	2.EGNX-6-1	22 Feb 2024	2.EGPH-7-5	13 Jun 2024
2.EGCN-3	1 Dec 2022	2.EGPN-7	8 Aug 2024	2.EGNX-6-2	22 Feb 2024	2.EGPH-7-6	13 Jun 2024
2.EGCN-4	1 Dec 2022	2.EGPN-8	10 Aug 2023	2.EGNX-6-3	21 Mar 2024	2.EGPH-7-7	13 Jun 2024
2.EGCN-5	1 Dec 2022	* 2.EGPN-9	31 Oct 2024	2.EGNX-7-1	16 May 2024	2.EGPH-8-1	13 Jul 2023
2.EGCN-6	1 Dec 2022	2.EGPN-2-1	14 Jul 2022	2.EGNX-7-2	16 May 2024	2.EGPH-8-2	13 Jul 2023
2.EGCN-7	3 Nov 2022	2.EGPN-4-1	28 Apr 2016	2.EGNX-7-3	16 May 2024	2.EGPH-8-3	13 Jul 2023
2.EGCN-8	3 Nov 2022	2.EGPN-8-1	18 Apr 2024	2.EGNX-7-4	16 May 2024	2.EGPH-8-4	13 Jul 2023
2.EGCN-9	18 May 2023	2.EGPN-8-2	18 Apr 2024	2.EGNX-7-5	16 May 2024	2.EGPH-8-5	13 Jul 2023
2.EGCN-10	1 Dec 2022	2.EGPN-8-3	18 Apr 2024	2.EGNX-7-6	16 May 2024	2.EGPH-8-6	13 Jul 2023
2.EGCN-11	29 Dec 2022	2.EGPN-8-4	18 Apr 2024	2.EGNX-7-7	16 May 2024	2.EGTR-1	22 Feb 2024
2.EGCN-12	1 Dec 2022	2.EGPN-8-5	18 Apr 2024	2.EGNX-7-8	16 May 2024	2.EGTR-2	3 Nov 2022
2.EGCN-13	1 Dec 2022	2.EGPN-8-6	25 Jan 2024	2.EGNX-7-9	16 May 2024	2.EGTR-3	3 Nov 2022
2.EGCN-14	23 Mar 2023	2.EGPN-8-7	25 Jan 2024	2.EGNX-7-10	13 Jun 2024	2.EGTR-4	3 Nov 2022
2.EGCN-15	1 Dec 2022	2.EGTU-1	13 Jun 2024	2.EGNX-7-11	13 Jun 2024	2.EGTR-5	23 Feb 2023
2.EGCN-16	1 Dec 2022	2.EGTU-2	15 Jun 2023	2.EGNX-8-1	16 May 2024	2.EGTR-6	14 Jul 2022
2.EGCN-17	1 Dec 2022	2.EGTU-3	15 Jun 2023	2.EGNX-8-2	16 May 2024	2.EGTR-2-1	23 Mar 2023
2.EGCN-18	1 Dec 2022	2.EGTU-4	23 Mar 2023	2.EGNX-8-3	16 May 2024	2.EGAB-1	15 Jun 2023
2.EGCN-2-1	29 Dec 2022	2.EGTU-5	23 Mar 2023	2.EGNX-8-4	16 May 2024	2.EGAB-2	15 Jun 2023

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGAB-3	25 Jan 2024	2.EGTF-4-1	18 Apr 2024	* 2.EGCL-2-1	31 Oct 2024	* 2.EGBJ-3	31 Oct 2024
2.EGAB-4	23 Feb 2023	2.EGLF-1	7 Sep 2023	2.EGPF-1	3 Oct 2024	* 2.EGBJ-4	31 Oct 2024
2.EGAB-5	5 Nov 2020	2.EGLF-2	28 Dec 2023	2.EGPF-2	11 Jul 2024	2.EGBJ-5	21 Mar 2024
2.EGAB-6	14 Jul 2022	2.EGLF-3	28 Dec 2023	2.EGPF-3	27 Jan 2022	2.EGBJ-6	5 Sep 2024
2.EGAB-2-1	23 Feb 2023	2.EGLF-4	8 Aug 2024	2.EGPF-4	3 Oct 2024	2.EGBJ-7	21 Mar 2024
2.EGTE-1	18 May 2023	2.EGLF-5	8 Aug 2024	2.EGPF-5	3 Oct 2024	2.EGBJ-8	5 Sep 2024
2.EGTE-2	13 Jun 2024	2.EGLF-6	8 Aug 2024	2.EGPF-6	3 Oct 2024	2.EGBJ-9	21 Mar 2024
2.EGTE-3	5 Oct 2023	2.EGLF-7	28 Dec 2023	2.EGPF-7	3 Oct 2024	2.EGBJ-10	6 Oct 2022
2.EGTE-4	18 Apr 2024	2.EGLF-8	28 Dec 2023	2.EGPF-8	3 Oct 2024	2.EGBJ-11	23 Mar 2023
2.EGTE-5	25 Jan 2024	2.EGLF-9	28 Dec 2023	2.EGPF-9	3 Oct 2024	2.EGBJ-12	11 Aug 2022
2.EGTE-6	21 Mar 2024	2.EGLF-10	28 Dec 2023	2.EGPF-10	3 Oct 2024	* 2.EGBJ-2-1	31 Oct 2024
2.EGTE-7	5 Oct 2023	2.EGLF-11	28 Dec 2023	2.EGPF-11	3 Oct 2024	2.EGBJ-5-1	16 May 2024
2.EGTE-8	5 Oct 2023	2.EGLF-12	25 Jan 2024	2.EGPF-12	3 Oct 2024	2.EGBJ-8-1	16 May 2024
2.EGTE-9	5 Oct 2023	2.EGLF-13	21 Mar 2024	2.EGPF-13	3 Oct 2024	2.EGBJ-8-2	16 May 2024
2.EGTE-10	5 Oct 2023	2.EGLF-14	28 Dec 2023	2.EGPF-14	3 Oct 2024	2.EGBJ-8-3	16 May 2024
2.EGTE-11	18 Apr 2024	2.EGLF-15	28 Dec 2023	2.EGPF-15	3 Oct 2024	2.EGBJ-8-4	16 May 2024
2.EGTE-12	21 Mar 2024	2.EGLF-16	21 Mar 2024	2.EGPF-16	3 Oct 2024	2.EGBJ-8-5	16 May 2024
2.EGTE-13	5 Oct 2023	2.EGLF-17	21 Mar 2024	2.EGPF-17	3 Oct 2024	2.EGBJ-8-6	16 May 2024
2.EGTE-14	2 Nov 2023	2.EGLF-18	21 Mar 2024	2.EGPF-2-1	3 Oct 2024	2.EGBJ-8-7	16 May 2024
2.EGTE-2-1	18 Apr 2024	2.EGLF-19	21 Mar 2024	2.EGPF-2-2	3 Oct 2024	2.EGBJ-8-8	16 May 2024
2.EGTE-2-2	18 Apr 2024	2.EGLF-20	21 Mar 2024	2.EGPF-2-3	3 Oct 2024	2.EGBJ-8-9	16 May 2024
2.EGTE-5-1	2 Nov 2023	2.EGLF-2-1	8 Aug 2024	2.EGPF-4-1	5 Oct 2023	2.EGBJ-8-10	15 Jul 2021
2.EGTE-8-1	2 Nov 2023	2.EGLF-2-2	8 Aug 2024	2.EGPF-5-1	24 Feb 2022	2.EGBJ-8-11	15 Jul 2021
2.EGTE-8-2	2 Nov 2023	2.EGLF-4-1	23 Mar 2023	2.EGPF-5-2	22 Jun 2017	2.EGJB-1	14 Jul 2022
2.EGTE-8-3	2 Nov 2023	2.EGLF-4-2	22 Feb 2024	2.EGPF-6-1	28 Dec 2023	2.EGJB-2	7 Oct 2021
2.EGTE-8-4	2 Nov 2023	2.EGLF-5-1	28 Dec 2023	2.EGPF-6-2	13 Jul 2023	2.EGJB-3	11 Jul 2024
2.EGTE-8-5	2 Nov 2023	2.EGLF-6-1	25 Jan 2024	2.EGPF-6-3	5 Oct 2023	2.EGJB-4	11 Jul 2024
2.EGTE-8-6	2 Nov 2023	2.EGLF-6-2	25 Jan 2024	2.EGPF-6-4	5 Oct 2023	2.EGJB-5	11 Jul 2024
2.EGTE-8-7	2 Nov 2023	2.EGLF-6-3	27 Jan 2022	2.EGPF-6-5	28 Dec 2023	2.EGJB-6	11 Jul 2024
2.EGTE-8-8	2 Nov 2023	2.EGLF-6-4	27 Jan 2022	2.EGPF-6-6	13 Jul 2023	2.EGJB-7	11 Jul 2024
2.EGTE-8-9	2 Nov 2023	2.EGLF-7-1	28 Dec 2023	2.EGPF-6-7	28 Dec 2023	2.EGJB-8	11 Jul 2024
2.EGTE-8-10	2 Nov 2023	2.EGLF-7-2	28 Dec 2023	2.EGPF-6-8	13 Jul 2023	2.EGJB-9	11 Jul 2024
2.EGTE-8-11	2 Nov 2023	2.EGLF-7-3	28 Dec 2023	2.EGPF-6-9	28 Dec 2023	2.EGJB-10	11 Jul 2024
2.EGTE-8-12	2 Nov 2023	2.EGLF-7-4	28 Dec 2023	2.EGPF-7-1	5 Sep 2024	2.EGJB-11	11 Jul 2024
2.EGTE-8-13	15 Jul 2021	2.EGLF-7-5	28 Dec 2023	2.EGPF-7-2	5 Sep 2024	* 2.EGJB-12	31 Oct 2024
2.EGTE-8-14	2 Nov 2023	2.EGLF-7-6	28 Dec 2023	2.EGPF-7-3	5 Sep 2024	2.EGJB-13	11 Jul 2024
2.EGEF-1	14 Jul 2022	2.EGLF-7-7	28 Dec 2023	2.EGPF-7-4	5 Sep 2024	2.EGJB-2-1	11 Jul 2024
2.EGEF-2	11 Jul 2024	2.EGLF-7-8	28 Dec 2023	2.EGPF-7-5	5 Sep 2024	2.EGJB-2-2	11 Jul 2024
2.EGEF-3	11 Jul 2024	2.EGLF-7-9	18 Apr 2024	2.EGPF-7-6	5 Sep 2024	2.EGJB-5-1	5 Oct 2023
2.EGEF-4	11 Jul 2024	2.EGLF-7-10	18 Apr 2024	2.EGPF-7-7	5 Sep 2024	2.EGJB-6-1	8 Aug 2024
2.EGEF-5	11 Jul 2024	2.EGLF-8-1	18 Apr 2024	2.EGPF-7-8	5 Sep 2024	2.EGJB-6-2	8 Aug 2024
2.EGEF-2-1	11 Jul 2024	2.EGLF-8-2	18 Apr 2024	2.EGPF-7-9	5 Sep 2024	2.EGJB-6-3	8 Aug 2024
2.EGTF-1	18 Apr 2024	2.EGLF-8-3	8 Aug 2024	2.EGPF-8-1	13 Jul 2023	2.EGJB-6-4	8 Aug 2024
2.EGTF-2	8 Aug 2024	2.EGLF-8-4	18 Apr 2024	2.EGPF-8-2	13 Jul 2023	2.EGJB-6-5	8 Aug 2024
2.EGTF-3	8 Aug 2024	2.EGLF-8-5	18 Apr 2024	2.EGPF-8-3	13 Jul 2023	2.EGJB-6-6	8 Aug 2024
2.EGTF-4	8 Aug 2024	2.EGLF-8-6	18 Apr 2024	2.EGPF-8-4	13 Jul 2023	2.EGJB-6-7	8 Aug 2024
2.EGTF-5	18 Apr 2024	2.EGLF-8-7	18 Apr 2024	2.EGPF-8-5	3 Oct 2024	2.EGJB-6-8	8 Aug 2024
2.EGTF-6	18 Apr 2024	2.EGLF-8-8	18 Apr 2024	2.EGPF-8-6	13 Jul 2023	2.EGJB-7-1	11 Jul 2024
2.EGTF-7	18 Apr 2024	2.EGLF-8-9	18 Apr 2024	2.EGPF-8-7	13 Jul 2023	2.EGJB-7-2	11 Jul 2024
2.EGTF-8	18 Apr 2024	2.EGCL-1	14 Jul 2022	2.EGPF-8-8	13 Jul 2023	2.EGJB-8-1	11 Jul 2024
2.EGTF-9	18 Apr 2024	2.EGCL-2	5 Sep 2024	2.EGPF-8-9	13 Jul 2023	2.EGJB-8-2	11 Jul 2024
2.EGTF-10	21 Mar 2024	2.EGCL-3	5 Sep 2024	2.EGPF-8-10	4 Nov 2021	2.EGJB-8-3	11 Jul 2024
2.EGTF-2-1	8 Aug 2024	* 2.EGCL-4	31 Oct 2024	2.EGBJ-1	5 Sep 2024	2.EGJB-8-4	11 Jul 2024
2.EGTF-2-2	18 Apr 2024	2.EGCL-5	5 Sep 2024	2.EGBJ-2	5 Sep 2024	2.EGJB-8-5	11 Jul 2024

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGJB-8-6	11 Jul 2024	2.EGNJ-8-5	11 Jul 2024	2.EGNS-7	11 Jul 2024	2.EGJJ-8-4	27 Jan 2022
2.EGJB-8-7	11 Jul 2024	2.EGNJ-8-6	16 May 2024	2.EGNS-8	11 Jul 2024	2.EGJJ-8-5	18 May 2023
2.EGJB-8-8	11 Jul 2024	2.EGNJ-8-7	16 May 2024	2.EGNS-9	11 Jul 2024	2.EGJJ-8-6	18 May 2023
2.EGJB-8-9	8 Oct 2020	2.EGNJ-8-8	11 Jul 2024	2.EGNS-10	11 Jul 2024	2.EGJJ-8-7	18 May 2023
2.EGJB-8-10	8 Oct 2020	2.EGNJ-8-9	17 Jun 2021	2.EGNS-11	11 Jul 2024	2.EGJJ-8-8	22 Apr 2021
2.EGJB-8-11	14 Jul 2022	2.EGNJ-8-10	2 Dec 2021	2.EGNS-12	11 Jul 2024	2.EGJJ-8-9	27 Jan 2022
2.EGJB-8-12	8 Oct 2020	2.EGPE-1	11 Jul 2024	2.EGNS-13	30 Nov 2023	2.EGJJ-8-10	18 May 2023
2.EGFE-1	8 Sep 2022	2.EGPE-2	11 Jul 2024	2.EGNS-2-1	11 Jul 2024	2.EGJJ-8-11	22 Apr 2021
2.EGFE-2	15 Jun 2023	* 2.EGPE-3	31 Oct 2024	2.EGNS-2-2	11 Jul 2024	2.EGJJ-8-12	8 Oct 2020
2.EGFE-3	15 Jun 2023	* 2.EGPE-4	31 Oct 2024	2.EGNS-5-1	5 Sep 2024	2.EGJJ-8-13	8 Oct 2020
2.EGFE-4	15 Jun 2023	2.EGPE-5	13 Jul 2023	2.EGNS-8-1	5 Sep 2024	2.EGJJ-8-14	8 Oct 2020
2.EGFE-5	10 Aug 2023	2.EGPE-6	11 Jul 2024	2.EGNS-8-2	5 Sep 2024	2.EGBP-1	14 Jul 2022
2.EGFE-6	10 Aug 2023	2.EGPE-7	11 Jul 2024	2.EGNS-8-3	5 Sep 2024	* 2.EGBP-2	31 Oct 2024
2.EGFE-2-1	10 Aug 2023	2.EGPE-8	11 Jul 2024	2.EGNS-8-4	5 Sep 2024	* 2.EGBP-3	31 Oct 2024
2.EGNR-1	6 Oct 2022	2.EGPE-9	11 Jul 2024	2.EGNS-8-5	5 Sep 2024	* 2.EGBP-4	31 Oct 2024
2.EGNR-2	21 Mar 2024	2.EGPE-10	11 Jul 2024	2.EGNS-8-6	5 Sep 2024	* 2.EGBP-5	31 Oct 2024
* 2.EGNR-3	31 Oct 2024	2.EGPE-11	11 Jul 2024	2.EGNS-8-7	5 Sep 2024	2.EGBP-6	20 Apr 2023
* 2.EGNR-4	31 Oct 2024	2.EGPE-2-1	10 Aug 2023	2.EGNS-8-8	5 Sep 2024	2.EGBP-7	20 Apr 2023
* 2.EGNR-5	31 Oct 2024	2.EGPE-2-2	11 Aug 2022	2.EGNS-8-9	5 Sep 2024	* 2.EGBP-8	31 Oct 2024
* 2.EGNR-6	31 Oct 2024	2.EGPE-5-1	8 Sep 2022	2.EGNS-8-10	5 Sep 2024	* 2.EGBP-2-1	31 Oct 2024
* 2.EGNR-7	31 Oct 2024	2.EGPE-8-1	18 May 2023	2.EGJJ-1	20 Apr 2023	* 2.EGBP-2-2	31 Oct 2024
* 2.EGNR-8	31 Oct 2024	2.EGPE-8-2	18 May 2023	2.EGJJ-2	8 Aug 2024	2.EGBP-8-1	16 May 2024
* 2.EGNR-9	31 Oct 2024	2.EGPE-8-3	18 May 2023	2.EGJJ-3	19 May 2022	2.EGBP-8-2	16 May 2024
* 2.EGNR-10	31 Oct 2024	2.EGPE-8-4	18 May 2023	2.EGJJ-4	11 Jul 2024	2.EGBP-8-3	9 Sep 2021
* 2.EGNR-11	31 Oct 2024	2.EGPE-8-5	18 May 2023	2.EGJJ-5	11 Jul 2024	2.EGBP-8-4	9 Sep 2021
* 2.EGNR-12	31 Oct 2024	2.EGPE-8-6	18 May 2023	2.EGJJ-6	11 Jul 2024	2.EGPA-1	30 Nov 2023
* 2.EGNR-2-1	31 Oct 2024	2.EGPE-8-7	18 May 2023	2.EGJJ-7	11 Jul 2024	2.EGPA-2	7 Sep 2023
2.EGNR-5-1	5 Oct 2023	2.EGPE-8-8	18 May 2023	2.EGJJ-8	11 Jul 2024	2.EGPA-3	7 Sep 2023
2.EGNR-8-1	5 Oct 2023	2.EGPE-8-9	18 May 2023	2.EGJJ-9	11 Jul 2024	* 2.EGPA-4	31 Oct 2024
2.EGNR-8-2	5 Oct 2023	2.EGPE-8-10	18 May 2023	2.EGJJ-10	8 Aug 2024	2.EGPA-5	20 May 2021
2.EGNR-8-3	5 Oct 2023	2.EGPE-8-11	18 Apr 2024	2.EGJJ-11	8 Aug 2024	2.EGPA-6	25 Jan 2024
2.EGNR-8-4	5 Oct 2023	2.EGPE-8-12	18 Apr 2024	2.EGJJ-12	8 Aug 2024	2.EGPA-7	18 May 2023
2.EGNR-8-5	5 Oct 2023	2.EGPE-8-13	18 Apr 2024	2.EGJJ-13	8 Aug 2024	2.EGPA-8	8 Aug 2024
2.EGNR-8-6	5 Oct 2023	2.EGPE-8-14	18 Apr 2024	2.EGJJ-14	8 Aug 2024	2.EGPA-9	18 Apr 2024
2.EGNR-8-7	25 Jan 2024	2.EGPE-8-15	18 May 2023	2.EGJJ-15	3 Oct 2024	2.EGPA-10	18 Apr 2024
2.EGNR-8-8	5 Oct 2023	2.EGPE-8-16	18 May 2023	2.EGJJ-16	3 Oct 2024	2.EGPA-2-1	25 Jan 2024
2.EGNJ-1	14 Jul 2022	2.EGPI-1	18 Apr 2024	2.EGJJ-2-1	11 Jul 2024	2.EGPA-8-1	25 Jan 2024
2.EGNJ-2	7 Oct 2021	2.EGPI-2	13 Jun 2024	2.EGJJ-2-2	16 May 2024	2.EGPA-8-2	25 Jan 2024
2.EGNJ-3	11 Jul 2024	2.EGPI-3	18 Apr 2024	2.EGJJ-3-1	3 Oct 2024	2.EGPA-8-3	25 Jan 2024
2.EGNJ-4	11 Jul 2024	2.EGPI-4	18 Apr 2024	2.EGJJ-5-1	26 Jan 2023	2.EGPA-8-4	25 Jan 2024
2.EGNJ-5	11 Jul 2024	2.EGPI-5	18 Apr 2024	2.EGJJ-6-1	27 Jan 2022	2.EGPA-8-5	25 Jan 2024
2.EGNJ-6	11 Jul 2024	2.EGPI-6	13 Jun 2024	2.EGJJ-6-2	11 Jul 2024	2.EGPA-8-6	25 Jan 2024
2.EGNJ-7	3 Oct 2024	2.EGPI-7	18 Apr 2024	2.EGJJ-6-3	11 Jul 2024	2.EGPA-8-7	25 Jan 2024
2.EGNJ-8	14 Jul 2022	2.EGPI-2-1	21 Mar 2024	2.EGJJ-6-4	11 Jul 2024	2.EGPA-8-8	25 Jan 2024
2.EGNJ-9	25 Jan 2024	2.EGPI-8-1	21 Mar 2024	2.EGJJ-6-5	24 Mar 2022	2.EGPA-8-9	25 Jan 2024
2.EGNJ-10	16 May 2024	2.EGPI-8-2	21 Mar 2024	2.EGJJ-6-6	25 Mar 2021	2.EGPA-8-10	25 Jan 2024
2.EGNJ-11	3 Nov 2022	2.EGPI-8-3	21 Mar 2024	2.EGJJ-7-1	11 Jul 2024	2.EGPA-8-11	25 Jan 2024
2.EGNJ-2-1	3 Oct 2024	2.EGPI-8-4	21 Mar 2024	2.EGJJ-7-2	11 Jul 2024	2.EGPA-8-12	25 Jan 2024
2.EGNJ-2-2	11 Jul 2024	2.EGNS-1	8 Aug 2024	2.EGJJ-7-3	24 Mar 2022	2.EGPA-8-13	25 Jan 2024
2.EGNJ-5-1	29 Dec 2022	2.EGNS-2	18 Apr 2024	2.EGJJ-7-4	11 Jul 2024	2.EGPA-8-14	25 Jan 2024
2.EGNJ-8-1	11 Jul 2024	2.EGNS-3	18 Apr 2024	2.EGJJ-7-5	27 Jan 2022	2.EGPA-8-15	12 Aug 2021
2.EGNJ-8-2	16 May 2024	2.EGNS-4	11 Jul 2024	2.EGJJ-8-1	18 May 2023	2.EGPA-8-16	2 Dec 2021
2.EGNJ-8-3	11 Jul 2024	2.EGNS-5	11 Jul 2024	2.EGJJ-8-2	18 May 2023	2.EGHC-1	14 Jul 2022
2.EGNJ-8-4	11 Jul 2024	2.EGNS-6	11 Jul 2024	2.EGJJ-8-3	22 Apr 2021	2.EGHC-2	11 Jul 2024

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
* 2.EGHC-3	31 Oct 2024	2.EGNM-6-2	22 Feb 2024	* 2.EGGP-17	31 Oct 2024	2.EGLC-6-7	29 Dec 2022
* 2.EGHC-4	31 Oct 2024	2.EGNM-8-1	13 Jul 2023	* 2.EGGP-18	31 Oct 2024	2.EGLC-6-8	29 Dec 2022
* 2.EGHC-5	31 Oct 2024	2.EGNM-8-2	13 Jul 2023	* 2.EGGP-19	31 Oct 2024	2.EGLC-7-1	5 Sep 2024
* 2.EGHC-6	31 Oct 2024	2.EGNM-8-3	13 Jul 2023	* 2.EGGP-2-1	31 Oct 2024	2.EGLC-7-2	5 Sep 2024
* 2.EGHC-7	31 Oct 2024	2.EGNM-8-4	13 Jul 2023	2.EGGP-2-2	5 Sep 2024	2.EGLC-7-3	5 Sep 2024
* 2.EGHC-8	31 Oct 2024	2.EGNM-8-5	13 Jul 2023	2.EGGP-4-1	21 Mar 2024	2.EGLC-7-4	5 Sep 2024
* 2.EGHC-9	31 Oct 2024	2.EGNM-8-6	13 Jul 2023	2.EGGP-5-1	18 May 2023	2.EGLC-7-5	5 Sep 2024
* 2.EGHC-10	31 Oct 2024	2.EGNM-8-7	5 Sep 2024	2.EGGP-6-1	22 Feb 2024	2.EGLC-7-6	5 Sep 2024
2.EGHC-2-1	11 Jul 2024	2.EGNM-8-8	13 Jul 2023	2.EGGP-6-2	22 Feb 2024	2.EGLC-7-7	5 Sep 2024
2.EGHC-2-2	11 Jul 2024	2.EGNM-8-9	13 Jul 2023	2.EGGP-6-3	22 Feb 2024	2.EGLC-7-8	5 Sep 2024
2.EGHC-3-1	7 Sep 2023	2.EGCM-1	30 Nov 2023	2.EGGP-6-4	25 Jan 2024	2.EGLC-7-9	5 Sep 2024
2.EGHC-8-1	22 Feb 2024	2.EGCM-2	30 Nov 2023	2.EGGP-6-5	25 Jan 2024	2.EGLC-7-10	5 Sep 2024
2.EGHC-8-2	22 Feb 2024	2.EGCM-3	10 Aug 2023	2.EGGP-7-1	23 Mar 2023	2.EGLC-7-11	5 Sep 2024
2.EGHC-8-3	22 Feb 2024	2.EGCM-4	10 Aug 2023	2.EGGP-7-2	23 Mar 2023	2.EGLC-7-12	5 Sep 2024
2.EGHC-8-4	22 Feb 2024	2.EGCM-5	10 Aug 2023	2.EGGP-7-3	16 May 2024	2.EGLC-7-13	5 Sep 2024
2.EGHC-8-5	30 Dec 2021	* 2.EGCM-6	31 Oct 2024	2.EGGP-7-4	23 Mar 2023	2.EGLC-7-14	5 Sep 2024
2.EGHC-8-6	30 Dec 2021	* 2.EGCM-7	31 Oct 2024	2.EGGP-7-5	23 Mar 2023	2.EGLC-7-15	5 Sep 2024
2.EGHC-8-7	30 Dec 2021	* 2.EGCM-8	31 Oct 2024	2.EGGP-7-6	23 Mar 2023	2.EGLC-7-16	5 Sep 2024
2.EGHC-8-8	30 Dec 2021	2.EGCM-2-1	7 Sep 2023	2.EGGP-7-7	23 Mar 2023	2.EGLC-7-17	28 Dec 2023
2.EGKH-1	16 May 2024	2.EGCM-8-1	28 Dec 2023	2.EGGP-8-1	15 Jun 2023	2.EGLC-7-18	28 Dec 2023
2.EGKH-2	26 Jan 2023	2.EGCM-8-2	28 Dec 2023	2.EGGP-8-2	15 Jun 2023	2.EGLC-7-19	28 Dec 2023
2.EGKH-3	14 Jul 2022	2.EGCM-8-3	10 Aug 2023	2.EGGP-8-3	17 Jun 2021	2.EGLC-8-1	3 Oct 2024
2.EGKH-4	11 Jul 2024	2.EGCM-8-4	10 Aug 2023	2.EGGP-8-4	17 Jun 2021	2.EGLC-8-2	3 Oct 2024
2.EGKH-5	14 Jul 2022	2.EGBG-1	14 Jul 2022	2.EGGP-8-5	17 Jun 2021	2.EGLC-8-3	13 Jul 2023
2.EGKH-2-1	11 Jul 2024	2.EGBG-2	14 Jul 2022	2.EGGP-8-6	17 Jun 2021	2.EGLC-8-4	3 Oct 2024
2.EGHF-1	15 Jun 2023	2.EGBG-3	14 Jul 2022	2.EGGP-8-7	18 Apr 2024	2.EGLC-8-5	3 Oct 2024
2.EGHF-2	22 Apr 2021	2.EGBG-4	14 Jul 2022	2.EGGP-8-8	17 Jun 2021	2.EGLC-8-6	13 Jul 2023
* 2.EGHF-3	31 Oct 2024	2.EGBG-5	18 May 2023	2.EGGP-8-9	17 Jun 2021	2.EGKK-1	13 Jun 2024
2.EGHF-4	2 Nov 2023	2.EGBG-6	14 Jul 2022	2.EGGP-8-10	17 Jun 2021	2.EGKK-2	8 Aug 2024
2.EGHF-5	25 Jan 2024	2.EGBG-2-1	25 Apr 2019	2.EGGP-8-11	17 Jun 2021	2.EGKK-3	3 Oct 2024
2.EGHF-6	13 Jun 2024	2.EGET-1	5 Sep 2024	2.EGLC-1	3 Oct 2024	2.EGKK-4	3 Oct 2024
2.EGHF-7	25 Jan 2024	2.EGET-2	5 Sep 2024	2.EGLC-2	5 Oct 2023	2.EGKK-5	3 Oct 2024
2.EGHF-2-1	2 Nov 2023	2.EGET-3	3 Oct 2024	2.EGLC-3	3 Oct 2024	2.EGKK-6	3 Oct 2024
2.EGNM-1	8 Aug 2024	2.EGET-4	3 Oct 2024	2.EGLC-4	3 Oct 2024	* 2.EGKK-7	31 Oct 2024
2.EGNM-2	8 Sep 2022	2.EGET-5	3 Oct 2024	2.EGLC-5	5 Oct 2023	2.EGKK-8	3 Oct 2024
2.EGNM-3	19 May 2022	2.EGET-6	3 Oct 2024	2.EGLC-6	5 Oct 2023	2.EGKK-9	3 Oct 2024
* 2.EGNM-4	31 Oct 2024	2.EGET-7	3 Oct 2024	2.EGLC-7	5 Oct 2023	2.EGKK-10	3 Oct 2024
* 2.EGNM-5	31 Oct 2024	2.EGET-2-1	3 Oct 2024	2.EGLC-8	3 Oct 2024	2.EGKK-11	3 Oct 2024
* 2.EGNM-6	31 Oct 2024	* 2.EGGP-1	31 Oct 2024	2.EGLC-9	8 Aug 2024	* 2.EGKK-12	31 Oct 2024
2.EGNM-7	13 Jul 2023	* 2.EGGP-2	31 Oct 2024	* 2.EGLC-10	31 Oct 2024	* 2.EGKK-13	31 Oct 2024
* 2.EGNM-8	31 Oct 2024	2.EGGP-3	23 Mar 2023	* 2.EGLC-11	31 Oct 2024	2.EGKK-14	3 Oct 2024
2.EGNM-9	13 Jul 2023	* 2.EGGP-4	31 Oct 2024	2.EGLC-12	8 Aug 2024	2.EGKK-15	3 Oct 2024
2.EGNM-10	13 Jul 2023	* 2.EGGP-5	31 Oct 2024	2.EGLC-13	8 Aug 2024	2.EGKK-16	3 Oct 2024
2.EGNM-11	11 Jul 2024	* 2.EGGP-6	31 Oct 2024	2.EGLC-14	30 Nov 2023	2.EGKK-17	3 Oct 2024
2.EGNM-12	11 Jul 2024	* 2.EGGP-7	31 Oct 2024	2.EGLC-2-1	3 Oct 2024	2.EGKK-18	3 Oct 2024
2.EGNM-13	11 Jul 2024	* 2.EGGP-8	31 Oct 2024	2.EGLC-2-2	3 Oct 2024	2.EGKK-19	3 Oct 2024
2.EGNM-14	11 Jul 2024	* 2.EGGP-9	31 Oct 2024	2.EGLC-4-1	23 Mar 2023	2.EGKK-20	3 Oct 2024
2.EGNM-15	11 Jul 2024	2.EGGP-10	15 Jun 2023	2.EGLC-5-1	21 Mar 2024	2.EGKK-21	3 Oct 2024
2.EGNM-16	11 Jul 2024	* 2.EGGP-11	31 Oct 2024	2.EGLC-6-1	2 Nov 2023	2.EGKK-22	3 Oct 2024
2.EGNM-17	11 Jul 2024	* 2.EGGP-12	31 Oct 2024	2.EGLC-6-2	29 Dec 2022	2.EGKK-23	3 Oct 2024
* 2.EGNM-2-1	31 Oct 2024	* 2.EGGP-13	31 Oct 2024	2.EGLC-6-3	2 Nov 2023	2.EGKK-24	3 Oct 2024
2.EGNM-2-2	5 Sep 2024	* 2.EGGP-14	31 Oct 2024	2.EGLC-6-4	2 Nov 2023	2.EGKK-25	3 Oct 2024
2.EGNM-5-1	22 Apr 2021	* 2.EGGP-15	31 Oct 2024	2.EGLC-6-5	29 Dec 2022	2.EGKK-26	3 Oct 2024
2.EGNM-6-1	22 Feb 2024	* 2.EGGP-16	31 Oct 2024	2.EGLC-6-6	29 Dec 2022	2.EGKK-27	3 Oct 2024

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGKK-28	3 Oct 2024	2.EGKK-8-5	5 Oct 2023	2.EGLL-2-7	13 Jun 2024	2.EGLL-8-12	11 Jul 2024
2.EGKK-2-1	3 Oct 2024	2.EGKK-8-6	5 Oct 2023	2.EGLL-2-8	13 Jun 2024	2.EGLL-8-13	2 Dec 2021
2.EGKK-2-2	16 May 2024	2.EGKK-8-7	5 Oct 2023	2.EGLL-2-9	13 Jun 2024	2.EGGW-1	18 May 2023
2.EGKK-2-3	13 Jul 2023	2.EGKK-8-8	5 Oct 2023	2.EGLL-2-10	13 Jun 2024	2.EGGW-2	5 Sep 2024
2.EGKK-2-4	21 Mar 2024	2.EGKK-8-9	13 Jul 2023	2.EGLL-2-11	24 May 2018	2.EGGW-3	25 Jan 2024
2.EGKK-2-5	21 Mar 2024	* 2.EGLL-1	31 Oct 2024	2.EGLL-2-12	13 Sep 2018	2.EGGW-4	8 Aug 2024
2.EGKK-2-6	16 May 2024	2.EGLL-2	28 Jan 2021	2.EGLL-3-1	19 May 2022	2.EGGW-5	8 Aug 2024
2.EGKK-4-1	23 Mar 2023	2.EGLL-3	18 Apr 2024	2.EGLL-3-2	23 Mar 2023	2.EGGW-6	8 Aug 2024
2.EGKK-4-2	23 Mar 2023	2.EGLL-4	13 Jun 2024	2.EGLL-4-1	01 May 2014	2.EGGW-7	25 Jan 2024
2.EGKK-5-1	13 Jun 2024	2.EGLL-5	13 Jun 2024	2.EGLL-5-1	27 Jan 2022	2.EGGW-8	25 Jan 2024
2.EGKK-6-1	25 Jan 2024	* 2.EGLL-6	31 Oct 2024	2.EGLL-5-2	31 Dec 2020	2.EGGW-9	13 Jun 2024
2.EGKK-6-2	25 Jan 2024	* 2.EGLL-7	31 Oct 2024	2.EGLL-6-1	25 Jan 2024	2.EGGW-10	13 Jun 2024
2.EGKK-6-3	3 Dec 2020	* 2.EGLL-8	31 Oct 2024	2.EGLL-6-2	25 Jan 2024	2.EGGW-11	13 Jun 2024
2.EGKK-6-4	25 Jan 2024	* 2.EGLL-9	31 Oct 2024	2.EGLL-6-3	11 Jul 2024	2.EGGW-12	13 Jun 2024
2.EGKK-6-5	25 Feb 2021	* 2.EGLL-10	31 Oct 2024	2.EGLL-6-4	11 Jul 2024	2.EGGW-13	13 Jun 2024
2.EGKK-6-6	28 Dec 2023	* 2.EGLL-11	31 Oct 2024	2.EGLL-6-5	25 Jan 2024	2.EGGW-14	13 Jun 2024
2.EGKK-6-7	29 Dec 2022	2.EGLL-12	18 Apr 2024	2.EGLL-6-6	28 Dec 2023	2.EGGW-15	13 Jun 2024
2.EGKK-6-8	25 Jan 2024	2.EGLL-13	18 Apr 2024	2.EGLL-7-1	29 Dec 2022	2.EGGW-16	13 Jun 2024
2.EGKK-6-9	25 Feb 2021	* 2.EGLL-14	31 Oct 2024	2.EGLL-7-2	29 Dec 2022	2.EGGW-17	13 Jun 2024
2.EGKK-6-10	5 Oct 2023	2.EGLL-15	13 Jun 2024	2.EGLL-7-3	29 Dec 2022	2.EGGW-18	13 Jun 2024
2.EGKK-6-11	25 Feb 2021	2.EGLL-16	13 Jun 2024	2.EGLL-7-4	16 May 2024	2.EGGW-19	13 Jun 2024
2.EGKK-6-12	5 Oct 2023	2.EGLL-17	13 Jun 2024	2.EGLL-7-5	16 May 2024	2.EGGW-2-1	8 Aug 2024
2.EGKK-6-13	29 Dec 2022	2.EGLL-18	13 Jun 2024	2.EGLL-7-6	15 Jun 2023	2.EGGW-2-2	3 Oct 2024
2.EGKK-6-14	25 Jan 2024	2.EGLL-19	5 Sep 2024	2.EGLL-7-7	16 May 2024	2.EGGW-2-3	3 Oct 2024
2.EGKK-6-15	29 Dec 2022	2.EGLL-20	5 Sep 2024	2.EGLL-7-8	29 Dec 2022	2.EGGW-3-1	7 Sep 2023
2.EGKK-6-16	25 Jan 2024	2.EGLL-21	5 Sep 2024	2.EGLL-7-9	29 Dec 2022	* 2.EGGW-4-1	31 Oct 2024
2.EGKK-6-17	29 Dec 2022	2.EGLL-22	5 Sep 2024	2.EGLL-7-10	16 May 2024	* 2.EGGW-5-1	31 Oct 2024
2.EGKK-6-18	25 Feb 2021	2.EGLL-23	5 Sep 2024	2.EGLL-7-11	16 May 2024	2.EGGW-6-1	25 Jan 2024
2.EGKK-6-19	25 Feb 2021	2.EGLL-24	5 Sep 2024	2.EGLL-7-12	16 May 2024	2.EGGW-6-2	29 Dec 2022
2.EGKK-6-20	25 Feb 2021	2.EGLL-25	5 Sep 2024	2.EGLL-7-13	23 Mar 2023	2.EGGW-6-3	29 Dec 2022
2.EGKK-6-21	25 Feb 2021	2.EGLL-26	5 Sep 2024	2.EGLL-7-14	23 Mar 2023	2.EGGW-6-4	7 Sep 2023
2.EGKK-6-22	25 Feb 2021	2.EGLL-27	5 Sep 2024	2.EGLL-7-15	23 Mar 2023	2.EGGW-6-5	7 Sep 2023
2.EGKK-7-1	25 Jan 2024	2.EGLL-28	5 Sep 2024	2.EGLL-7-16	23 Mar 2023	2.EGGW-6-6	7 Sep 2023
2.EGKK-7-2	25 Jan 2024	2.EGLL-29	5 Sep 2024	2.EGLL-7-17	23 Mar 2023	2.EGGW-6-7	7 Sep 2023
2.EGKK-7-3	25 Jan 2024	2.EGLL-30	5 Sep 2024	2.EGLL-7-18	23 Mar 2023	2.EGGW-6-8	7 Sep 2023
2.EGKK-7-4	25 Jan 2024	2.EGLL-31	5 Sep 2024	2.EGLL-7-19	23 Mar 2023	2.EGGW-6-9	7 Sep 2023
2.EGKK-7-5	25 Jan 2024	2.EGLL-32	5 Sep 2024	2.EGLL-7-20	28 Dec 2023	2.EGGW-6-10	8 Oct 2020
2.EGKK-7-6	25 Jan 2024	2.EGLL-33	5 Sep 2024	2.EGLL-7-21	28 Dec 2023	2.EGGW-6-11	8 Oct 2020
2.EGKK-7-7	16 May 2024	2.EGLL-34	5 Sep 2024	2.EGLL-7-22	28 Dec 2023	2.EGGW-7-1	16 May 2024
2.EGKK-7-8	25 Jan 2024	2.EGLL-35	5 Sep 2024	2.EGLL-7-23	28 Dec 2023	2.EGGW-7-2	16 May 2024
2.EGKK-7-9	25 Jan 2024	2.EGLL-36	5 Sep 2024	2.EGLL-7-24	28 Dec 2023	2.EGGW-7-3	15 Jun 2023
2.EGKK-7-10	25 Jan 2024	2.EGLL-37	5 Sep 2024	2.EGLL-7-25	28 Dec 2023	2.EGGW-7-4	20 Apr 2023
2.EGKK-7-11	25 Jan 2024	2.EGLL-38	5 Sep 2024	2.EGLL-7-26	18 Apr 2024	2.EGGW-7-5	16 May 2024
2.EGKK-7-12	25 Jan 2024	2.EGLL-39	5 Sep 2024	2.EGLL-8-1	11 Jul 2024	2.EGGW-7-6	29 Dec 2022
2.EGKK-7-13	25 Jan 2024	2.EGLL-40	5 Sep 2024	2.EGLL-8-2	11 Jul 2024	2.EGGW-7-7	23 Mar 2023
2.EGKK-7-14	25 Jan 2024	2.EGLL-41	5 Sep 2024	2.EGLL-8-3	11 Jul 2024	2.EGGW-7-8	24 Feb 2022
2.EGKK-7-15	25 Jan 2024	2.EGLL-42	5 Sep 2024	2.EGLL-8-4	11 Jul 2024	2.EGGW-7-9	24 Feb 2022
2.EGKK-7-16	25 Jan 2024	2.EGLL-43	5 Sep 2024	2.EGLL-8-5	11 Jul 2024	2.EGGW-7-10	24 Feb 2022
2.EGKK-7-17	25 Jan 2024	2.EGLL-2-1	13 Jun 2024	2.EGLL-8-6	11 Jul 2024	2.EGGW-7-11	24 Feb 2022
2.EGKK-7-18	25 Jan 2024	2.EGLL-2-2	13 Jun 2024	2.EGLL-8-7	11 Jul 2024	2.EGGW-7-12	24 Feb 2022
2.EGKK-8-1	5 Oct 2023	2.EGLL-2-3	13 Jun 2024	2.EGLL-8-8	11 Jul 2024	2.EGGW-7-13	24 Feb 2022
2.EGKK-8-2	5 Oct 2023	2.EGLL-2-4	13 Jun 2024	2.EGLL-8-9	11 Jul 2024	2.EGGW-7-14	29 Dec 2022
2.EGKK-8-3	5 Oct 2023	2.EGLL-2-5	13 Jun 2024	2.EGLL-8-10	11 Jul 2024	2.EGGW-7-15	29 Dec 2022
2.EGKK-8-4	5 Oct 2023	2.EGLL-2-6	13 Jun 2024	2.EGLL-8-11	11 Jul 2024	2.EGGW-7-16	24 Feb 2022

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGGW-7-17	7 Sep 2023	2.EGSS-7-4	25 Jan 2024	* 2.EGMD-6	31 Oct 2024	2.EGCC-6-6	28 Dec 2023
2.EGGW-7-18	7 Sep 2023	2.EGSS-7-5	25 Jan 2024	2.EGMD-7	25 Jan 2024	2.EGCC-7-1	23 Mar 2023
2.EGGW-8-1	7 Sep 2023	2.EGSS-7-6	25 Jan 2024	2.EGMD-8	25 Jan 2024	2.EGCC-7-2	23 Mar 2023
2.EGGW-8-2	7 Sep 2023	2.EGSS-7-7	16 May 2024	2.EGMD-9	7 Sep 2023	2.EGCC-7-3	23 Mar 2023
2.EGGW-8-3	7 Sep 2023	2.EGSS-7-8	25 Jan 2024	2.EGMD-10	8 Sep 2022	2.EGCC-7-4	23 Mar 2023
2.EGGW-8-4	7 Sep 2023	2.EGSS-7-9	25 Jan 2024	* 2.EGMD-2-1	31 Oct 2024	2.EGCC-7-5	23 Mar 2023
2.EGGW-8-5	7 Sep 2023	2.EGSS-7-10	23 Mar 2023	* 2.EGMD-2-2	31 Oct 2024	2.EGCC-7-6	23 Mar 2023
2.EGGW-8-6	7 Sep 2023	2.EGSS-7-11	23 Mar 2023	2.EGMD-8-1	25 Jan 2024	2.EGCC-7-7	23 Mar 2023
2.EGGW-8-7	24 Feb 2022	2.EGSS-7-12	23 Mar 2023	2.EGMD-8-2	18 Apr 2024	2.EGCC-7-8	23 Mar 2023
2.EGSS-1	7 Sep 2023	2.EGSS-7-13	23 Mar 2023	2.EGMD-8-3	25 Jan 2024	2.EGCC-8-1	18 May 2023
2.EGSS-2	7 Oct 2021	2.EGSS-7-14	23 Mar 2023	2.EGMD-8-4	25 Jan 2024	2.EGCC-8-2	18 May 2023
2.EGSS-3	25 Jan 2024	2.EGSS-7-15	23 Mar 2023	2.EGMD-8-5	25 Jan 2024	2.EGCC-8-3	3 Oct 2024
2.EGSS-4	3 Oct 2024	2.EGSS-7-16	23 Mar 2023	2.EGMD-8-7	5 Nov 2020	2.EGCC-8-4	3 Oct 2024
2.EGSS-5	3 Oct 2024	2.EGSS-7-17	25 Jan 2024	2.EGMD-8-8	25 Jan 2024	2.EGCC-8-5	18 May 2023
2.EGSS-6	3 Oct 2024	2.EGSS-7-18	25 Jan 2024	2.EGMD-8-9	25 Jan 2024	2.EGCC-8-6	18 May 2023
2.EGSS-7	3 Oct 2024	2.EGSS-8-1	25 Jan 2024	2.EGCC-1	25 Jan 2024	2.EGCC-8-7	18 May 2023
2.EGSS-8	25 Jan 2024	2.EGSS-8-2	25 Jan 2024	2.EGCC-2	25 Jan 2024	2.EGCC-8-8	18 May 2023
* 2.EGSS-9	31 Oct 2024	2.EGSS-8-3	25 Jan 2024	2.EGCC-3	25 Jan 2024	2.EGCC-8-9	30 Nov 2023
2.EGSS-10	25 Jan 2024	2.EGSS-8-4	25 Jan 2024	2.EGCC-4	3 Oct 2024	2.EGCC-8-10	30 Nov 2023
* 2.EGSS-11	31 Oct 2024	2.EGSS-8-5	25 Jan 2024	2.EGCC-5	3 Oct 2024	2.EGCC-8-11	30 Nov 2023
* 2.EGSS-12	31 Oct 2024	2.EGSS-8-6	25 Jan 2024	2.EGCC-6	3 Oct 2024	2.EGCC-8-12	18 May 2023
* 2.EGSS-13	31 Oct 2024	2.EGSS-8-7	25 Jan 2024	2.EGCC-7	3 Oct 2024	2.EGCC-8-13	18 May 2023
* 2.EGSS-14	31 Oct 2024	2.EGSS-8-8	25 Jan 2024	2.EGCC-8	25 Jan 2024	2.EGCC-8-14	18 May 2023
* 2.EGSS-15	31 Oct 2024	2.EGSS-8-9	22 Feb 2024	2.EGCC-9	25 Jan 2024	2.EGCC-8-15	5 Nov 2020
* 2.EGSS-16	31 Oct 2024	2.EGSS-8-10	22 Feb 2024	2.EGCC-10	25 Jan 2024	2.EGCB-1	18 Apr 2024
* 2.EGSS-17	31 Oct 2024	2.EGAE-1	20 Apr 2023	2.EGCC-11	25 Jan 2024	2.EGCB-2	18 Apr 2024
* 2.EGSS-18	31 Oct 2024	2.EGAE-2	28 Dec 2023	2.EGCC-12	25 Jan 2024	2.EGCB-3	18 Apr 2024
* 2.EGSS-19	31 Oct 2024	* 2.EGAE-3	31 Oct 2024	2.EGCC-13	25 Jan 2024	2.EGCB-4	18 Apr 2024
* 2.EGSS-20	31 Oct 2024	* 2.EGAE-4	31 Oct 2024	2.EGCC-14	25 Jan 2024	2.EGCB-5	18 Apr 2024
* 2.EGSS-21	31 Oct 2024	* 2.EGAE-5	31 Oct 2024	2.EGCC-15	3 Oct 2024	2.EGCB-6	18 Apr 2024
* 2.EGSS-22	31 Oct 2024	2.EGAE-6	25 Jan 2024	2.EGCC-16	16 May 2024	2.EGCB-7	18 Apr 2024
* 2.EGSS-23	31 Oct 2024	2.EGAE-7	18 May 2023	2.EGCC-17	16 May 2024	2.EGCB-8	18 Apr 2024
* 2.EGSS-24	31 Oct 2024	2.EGAE-8	22 Feb 2024	2.EGCC-18	16 May 2024	2.EGCB-9	18 Apr 2024
* 2.EGSS-25	31 Oct 2024	2.EGAE-9	18 Apr 2024	2.EGCC-19	16 May 2024	2.EGCB-2-1	25 Jan 2024
2.EGSS-2-1	3 Oct 2024	2.EGAE-10	18 Apr 2024	2.EGCC-20	16 May 2024	2.EGCB-4-1	13 Jul 2023
2.EGSS-2-2	8 Aug 2024	2.EGAE-2-1	3 Nov 2022	2.EGCC-21	5 Sep 2024	2.EGNF-1	15 Jun 2023
2.EGSS-2-3	8 Aug 2024	* 2.EGAE-2-2	31 Oct 2024	2.EGCC-22	5 Sep 2024	2.EGNF-2	14 Jul 2022
2.EGSS-2-4	8 Aug 2024	2.EGAE-4-1	20 Apr 2023	2.EGCC-23	5 Sep 2024	2.EGNF-3	7 Oct 2021
2.EGSS-3-1	25 Jan 2024	2.EGAE-8-1	22 Feb 2024	2.EGCC-24	5 Sep 2024	2.EGNF-4	14 Jul 2022
2.EGSS-4-1	25 Jan 2024	2.EGAE-8-2	22 Feb 2024	2.EGCC-25	5 Sep 2024	2.EGNF-5	14 Jul 2022
2.EGSS-4-3	25 Jan 2024	2.EGAE-8-3	22 Feb 2024	2.EGCC-26	5 Sep 2024	2.EGNF-2-1	28 Feb 2019
2.EGSS-5-1	25 Jan 2024	2.EGAE-8-4	22 Feb 2024	2.EGCC-2-1	3 Oct 2024	2.EGNT-1	15 Jun 2023
2.EGSS-6-1	25 Jan 2024	2.EGAE-8-5	22 Feb 2024	2.EGCC-2-2	3 Oct 2024	2.EGNT-2	10 Aug 2023
2.EGSS-6-2	25 Jan 2024	2.EGAE-8-6	22 Feb 2024	2.EGCC-2-3	13 Jul 2023	2.EGNT-3	10 Aug 2023
2.EGSS-6-3	18 Apr 2024	2.EGAE-8-7	22 Feb 2024	2.EGCC-2-4	3 Oct 2024	2.EGNT-4	13 Jun 2024
2.EGSS-6-4	25 Jan 2024	2.EGAE-8-8	22 Feb 2024	2.EGCC-3-1	23 Mar 2023	2.EGNT-5	13 Jun 2024
2.EGSS-6-5	25 Jan 2024	2.EGAE-8-9	22 Feb 2024	2.EGCC-3-2	22 Feb 2024	2.EGNT-6	7 Sep 2023
2.EGSS-6-6	25 Jan 2024	2.EGAE-8-10	22 Feb 2024	2.EGCC-4-1	21 Mar 2024	2.EGNT-7	16 May 2024
2.EGSS-6-7	25 Jan 2024	2.EGAE-8-11	22 Feb 2024	2.EGCC-5-1	28 Dec 2023	2.EGNT-8	7 Sep 2023
2.EGSS-6-8	24 Feb 2022	* 2.EGMD-1	31 Oct 2024	2.EGCC-6-1	22 Feb 2024	2.EGNT-9	11 Jul 2024
2.EGSS-6-9	24 Feb 2022	* 2.EGMD-2	31 Oct 2024	2.EGCC-6-2	22 Feb 2024	* 2.EGNT-10	31 Oct 2024
2.EGSS-7-1	16 May 2024	* 2.EGMD-3	31 Oct 2024	2.EGCC-6-3	22 Feb 2024	2.EGNT-11	11 Jul 2024
2.EGSS-7-2	16 May 2024	* 2.EGMD-4	31 Oct 2024	2.EGCC-6-4	22 Feb 2024	2.EGNT-12	3 Oct 2024
2.EGSS-7-3	25 Jan 2024	* 2.EGMD-5	31 Oct 2024	2.EGCC-6-5	22 Feb 2024	2.EGNT-13	11 Jul 2024

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGNT-14	11 Jul 2024	2.EGAD-2-1	10 Sep 2020	2.EGSV-5	23 Feb 2023	2.EGPK-5	3 Oct 2024
* 2.EGNT-15	31 Oct 2024	2.EGEN-1	14 Jul 2022	2.EGSV-6	14 Jul 2022	2.EGPK-6	3 Oct 2024
* 2.EGNT-16	31 Oct 2024	2.EGEN-2	23 Apr 2020	2.EGSV-2-1	21 Apr 2022	2.EGPK-7	3 Oct 2024
2.EGNT-2-1	16 May 2024	2.EGEN-3	7 Oct 2021	2.EGTH-1	15 Jun 2023	2.EGPK-8	3 Oct 2024
* 2.EGNT-2-2	31 Oct 2024	2.EGEN-4	7 Oct 2021	2.EGTH-2	10 Aug 2023	2.EGPK-9	20 Apr 2023
2.EGNT-4-1	22 Feb 2024	2.EGEN-5	23 Apr 2020	2.EGTH-3	10 Aug 2023	2.EGPK-10	5 Oct 2023
2.EGNT-5-1	25 Jan 2024	2.EGEN-6	14 Jul 2022	2.EGTH-4	10 Aug 2023	2.EGPK-11	3 Oct 2024
* 2.EGNT-6-1	31 Oct 2024	2.EGEN-2-1	28 Mar 2019	2.EGTH-5	10 Aug 2023	2.EGPK-12	25 Jan 2024
* 2.EGNT-6-2	31 Oct 2024	2.EGBK-1	25 Jan 2024	2.EGTH-6	10 Aug 2023	2.EGPK-13	18 Apr 2024
* 2.EGNT-6-3	31 Oct 2024	2.EGBK-2	10 Aug 2023	2.EGTH-2-1	30 Dec 2021	2.EGPK-14	16 May 2024
* 2.EGNT-6-4	31 Oct 2024	2.EGBK-3	6 Oct 2022	* 2.EGTK-1	31 Oct 2024	2.EGPK-15	8 Aug 2024
2.EGNT-7-1	22 Feb 2024	2.EGBK-4	6 Oct 2022	* 2.EGTK-2	31 Oct 2024	2.EGPK-16	8 Aug 2024
2.EGNT-7-2	22 Feb 2024	2.EGBK-5	25 Jan 2024	2.EGTK-3	22 Feb 2024	2.EGPK-2-1	3 Oct 2024
2.EGNT-7-3	22 Feb 2024	2.EGBK-6	10 Aug 2023	2.EGTK-4	22 Feb 2024	2.EGPK-2-2	3 Oct 2024
2.EGNT-7-4	22 Feb 2024	* 2.EGBK-7	31 Oct 2024	2.EGTK-5	22 Feb 2024	2.EGPK-4-1	5 Oct 2023
2.EGNT-7-5	22 Feb 2024	2.EGBK-2-1	1 Dec 2022	2.EGTK-6	16 May 2024	2.EGPK-5-1	16 May 2024
2.EGNT-8-1	11 Jul 2024	2.EGSH-1	16 May 2024	2.EGTK-7	13 Jun 2024	2.EGPK-6-1	8 Aug 2024
2.EGNT-8-2	11 Jul 2024	2.EGSH-2	26 Jan 2023	2.EGTK-8	13 Jun 2024	2.EGPK-6-2	8 Aug 2024
2.EGNT-8-3	11 Jul 2024	2.EGSH-3	11 Jul 2024	2.EGTK-9	13 Jun 2024	2.EGPK-6-3	8 Aug 2024
2.EGNT-8-4	11 Jul 2024	* 2.EGSH-4	31 Oct 2024	2.EGTK-10	11 Jul 2024	2.EGPK-6-4	8 Aug 2024
2.EGNT-8-5	11 Jul 2024	* 2.EGSH-5	31 Oct 2024	2.EGTK-11	13 Jun 2024	2.EGPK-7-1	1 Dec 2022
2.EGNT-8-6	11 Jul 2024	* 2.EGSH-6	31 Oct 2024	2.EGTK-12	3 Oct 2024	2.EGPK-7-2	1 Dec 2022
2.EGNT-8-7	11 Jul 2024	* 2.EGSH-7	31 Oct 2024	2.EGTK-2-1	11 Jul 2024	2.EGPK-7-3	1 Dec 2022
* 2.EGNT-8-8	31 Oct 2024	* 2.EGSH-8	31 Oct 2024	2.EGTK-2-2	13 Jun 2024	2.EGPK-7-4	16 May 2024
2.EGNT-8-9	11 Jul 2024	* 2.EGSH-9	31 Oct 2024	2.EGTK-2-3	11 Jul 2024	2.EGPK-7-5	1 Dec 2022
2.EGNT-8-10	11 Jul 2024	* 2.EGSH-10	31 Oct 2024	2.EGTK-5-1	16 May 2024	2.EGPK-7-6	1 Dec 2022
2.EGHQ-1	16 May 2024	* 2.EGSH-11	31 Oct 2024	2.EGTK-8-1	3 Oct 2024	2.EGPK-7-7	16 May 2024
2.EGHQ-2	16 May 2024	* 2.EGSH-2-1	31 Oct 2024	2.EGTK-8-2	3 Oct 2024	2.EGPK-7-8	1 Dec 2022
* 2.EGHQ-3	31 Oct 2024	2.EGSH-2-2	11 Jul 2024	2.EGTK-8-3	3 Oct 2024	2.EGPK-8-1	16 May 2024
* 2.EGHQ-4	31 Oct 2024	2.EGSH-4-1	23 Mar 2023	2.EGTK-8-4	3 Oct 2024	2.EGPK-8-2	16 May 2024
* 2.EGHQ-5	31 Oct 2024	2.EGSH-5-1	15 Jul 2021	2.EGEP-1	14 Jul 2022	2.EGPK-8-3	16 May 2024
* 2.EGHQ-6	31 Oct 2024	2.EGSH-8-1	30 Nov 2023	2.EGEP-2	31 Dec 2020	2.EGPK-8-4	29 Dec 2022
* 2.EGHQ-7	31 Oct 2024	2.EGSH-8-2	30 Nov 2023	2.EGEP-3	7 Oct 2021	2.EGPK-8-5	16 May 2024
* 2.EGHQ-8	31 Oct 2024	2.EGSH-8-3	30 Nov 2023	2.EGEP-4	7 Oct 2021	2.EGPK-8-6	16 May 2024
* 2.EGHQ-9	31 Oct 2024	2.EGSH-8-4	30 Nov 2023	2.EGEP-5	31 Dec 2020	2.EGPK-8-7	16 May 2024
* 2.EGHQ-10	31 Oct 2024	2.EGBN-1	14 Jul 2022	2.EGEP-6	14 Jul 2022	2.EGPK-8-8	16 May 2024
* 2.EGHQ-2-1	31 Oct 2024	2.EGBN-2	23 Apr 2020	2.EGEP-2-1	23 May 2019	2.EGPK-8-9	16 May 2024
2.EGHQ-2-2	16 May 2024	2.EGBN-3	14 Jul 2022	2.EGPT-1	14 Jul 2022	2.EGPK-8-10	16 May 2024
2.EGHQ-5-1	7 Sep 2023	2.EGBN-4	24 May 2018	2.EGPT-2	30 Nov 2023	2.EGPK-8-11	16 May 2024
2.EGHQ-8-1	13 Jun 2024	2.EGBN-5	18 Apr 2024	2.EGPT-3	30 Nov 2023	2.EGPK-8-12	16 May 2024
2.EGHQ-8-2	13 Jun 2024	2.EGBN-6	18 Apr 2024	2.EGPT-4	14 Jul 2022	2.EGPK-8-13	16 May 2024
2.EGHQ-8-3	13 Jun 2024	2.EGBN-2-1	2 Jan 2020	2.EGPT-5	23 Feb 2023	2.EGPK-8-14	14 Jul 2022
2.EGHQ-8-4	7 Sep 2023	2.EGEO-1	18 Apr 2024	2.EGPT-6	23 Feb 2023	2.EGPK-8-15	16 May 2024
2.EGHQ-8-5	13 Jun 2024	2.EGEO-2	15 Jun 2023	2.EGPT-2-1	30 Nov 2023	2.EGPK-8-16	14 Jul 2022
2.EGHQ-8-6	18 Apr 2024	2.EGEO-3	3 Oct 2024	2.EGSF-1	5 Sep 2024	2.EGPK-8-17	16 May 2024
2.EGHQ-8-7	13 Jun 2024	2.EGEO-4	3 Oct 2024	2.EGSF-2	7 Oct 2021	2.EGPK-8-18	14 Jul 2022
2.EGHQ-8-8	7 Sep 2023	2.EGEO-5	15 Jun 2023	2.EGSF-3	31 Dec 2020	2.EGKR-1	1 Dec 2022
2.EGAD-1	14 Jul 2022	2.EGEO-6	18 Apr 2024	2.EGSF-4	5 Sep 2024	2.EGKR-2	1 Dec 2022
2.EGAD-2	14 Jul 2022	2.EGEO-7	18 Apr 2024	2.EGSF-5	14 Jul 2022	2.EGKR-3	24 Feb 2022
2.EGAD-3	14 Jul 2022	2.EGEO-2-1	3 Oct 2024	2.EGSF-2-1	5 Sep 2024	2.EGKR-4	1 Dec 2022
2.EGAD-4	14 Jul 2022	2.EGSV-1	23 Feb 2023	2.EGPK-1	13 Jun 2024	2.EGKR-5	1 Dec 2022
2.EGAD-5	14 Jul 2022	2.EGSV-2	11 Jul 2024	2.EGPK-2	13 Jun 2024	2.EGKR-6	1 Dec 2022
2.EGAD-6	14 Jul 2022	2.EGSV-3	7 Oct 2021	2.EGPK-3	16 May 2024	2.EGKR-7	18 Apr 2024
2.EGAD-7	14 Jul 2022	2.EGSV-4	11 Jul 2024	2.EGPK-4	3 Oct 2024	2.EGKR-8	18 Apr 2024

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGKR-9	18 Apr 2024	2.EGCJ-8-3	15 Jun 2023	2.EGHI-7-5	8 Aug 2024	2.EGSY-7	11 Jul 2024
2.EGKR-2-1	11 Jul 2024	2.EGCJ-8-4	15 Jun 2023	2.EGHI-7-6	8 Aug 2024	2.EGSY-8	11 Jul 2024
2.EGKR-4-1	23 Mar 2023	2.EGBS-1	13 Jun 2024	2.EGHI-7-7	8 Aug 2024	2.EGSY-9	3 Oct 2024
2.EGNE-1	10 Aug 2023	2.EGBS-2	27 Jan 2022	2.EGHI-8-1	6 Oct 2022	2.EGSY-10	11 Jul 2024
2.EGNE-2	10 Aug 2023	2.EGBS-3	5 Oct 2023	2.EGHI-8-2	15 Jun 2023	2.EGSY-11	11 Jul 2024
2.EGNE-3	10 Aug 2023	2.EGBS-4	13 Jun 2024	2.EGHI-8-3	10 Aug 2023	2.EGSY-12	11 Jul 2024
2.EGNE-4	5 Sep 2024	2.EGBS-5	5 Sep 2024	2.EGHI-8-4	15 Jun 2023	* 2.EGSY-13	31 Oct 2024
2.EGNE-5	10 Aug 2023	2.EGBS-6	5 Sep 2024	2.EGHI-8-5	15 Jun 2023	2.EGSY-2-1	11 Jul 2024
2.EGNE-6	10 Aug 2023	2.EGBS-2-1	5 Sep 2024	2.EGHI-8-6	6 Oct 2022	2.EGSY-4-1	20 Apr 2023
2.EGNE-7	10 Aug 2023	2.EGKA-1	14 Jul 2022	2.EGHI-8-7	6 Oct 2022	2.EGSY-5-1	13 Jun 2024
2.EGNE-2-1	10 Aug 2023	2.EGKA-2	22 Feb 2024	2.EGHI-8-8	15 Jun 2023	2.EGSY-8-1	12 Aug 2021
2.EGTO-1	8 Sep 2022	2.EGKA-3	22 Feb 2024	2.EGHI-8-9	6 Oct 2022	2.EGSY-8-2	12 Aug 2021
2.EGTO-2	3 Oct 2024	* 2.EGKA-4	31 Oct 2024	2.EGHI-8-10	15 Jun 2023	2.EGSG-1	14 Jul 2022
2.EGTO-3	7 Oct 2021	2.EGKA-5	16 May 2024	2.EGHI-8-11	17 Jun 2021	2.EGSG-2	31 Dec 2020
2.EGTO-4	14 Jul 2022	2.EGKA-6	16 May 2024	* 2.EGMC-1	31 Oct 2024	2.EGSG-3	7 Oct 2021
2.EGTO-5	13 Jul 2023	2.EGKA-7	16 May 2024	2.EGMC-2	21 Mar 2024	2.EGSG-4	14 Jul 2022
2.EGTO-6	13 Jul 2023	2.EGKA-8	8 Aug 2024	2.EGMC-3	8 Sep 2022	2.EGSG-5	7 Sep 2023
2.EGTO-2-1	12 Aug 2021	2.EGKA-9	8 Aug 2024	2.EGMC-4	8 Aug 2024	2.EGSG-6	14 Jul 2022
2.EGES-1	14 Jul 2022	2.EGKA-10	8 Aug 2024	2.EGMC-5	8 Aug 2024	2.EGSG-2-1	23 May 2019
2.EGES-2	14 Jul 2022	2.EGKA-2-1	22 Feb 2024	2.EGMC-6	8 Aug 2024	2.EGPO-1	5 Oct 2023
2.EGES-3	14 Jul 2022	2.EGKA-4-1	13 Jul 2023	2.EGMC-7	8 Aug 2024	2.EGPO-2	30 Nov 2023
2.EGES-4	7 Oct 2021	2.EGKA-8-1	16 May 2024	2.EGMC-8	8 Aug 2024	2.EGPO-3	5 Oct 2023
2.EGES-5	23 Apr 2020	2.EGKA-8-2	5 Nov 2020	2.EGMC-9	8 Aug 2024	2.EGPO-4	5 Oct 2023
2.EGES-6	14 Jul 2022	2.EGKA-8-3	5 Nov 2020	2.EGMC-10	8 Aug 2024	2.EGPO-5	5 Oct 2023
2.EGES-2-1	20 May 2021	2.EGKA-8-4	5 Nov 2020	2.EGMC-11	8 Aug 2024	2.EGPO-6	18 May 2023
2.EGCF-1	13 Jun 2024	2.EGCV-1	8 Aug 2024	2.EGMC-12	8 Aug 2024	2.EGPO-7	5 Oct 2023
2.EGCF-2	11 Aug 2022	2.EGCV-2	8 Aug 2024	2.EGMC-13	8 Aug 2024	2.EGPO-8	28 Dec 2023
2.EGCF-3	11 Aug 2022	2.EGCV-3	8 Aug 2024	2.EGMC-14	8 Aug 2024	2.EGPO-9	30 Nov 2023
2.EGCF-4	11 Aug 2022	2.EGCV-4	13 Jun 2024	2.EGMC-15	8 Aug 2024	2.EGPO-10	30 Nov 2023
2.EGCF-5	23 May 2019	2.EGCV-5	3 Oct 2024	2.EGMC-2-1	8 Aug 2024	2.EGPO-11	18 Apr 2024
2.EGCF-6	14 Jul 2022	2.EGCV-6	3 Oct 2024	2.EGMC-2-2	8 Aug 2024	2.EGPO-12	18 Apr 2024
2.EGCF-2-1	11 Aug 2022	2.EGCV-2-1	8 Aug 2024	2.EGMC-4-1	8 Sep 2022	2.EGPO-2-1	18 May 2023
2.EGHE-1	25 Jan 2024	2.EGHI-1	13 Jun 2024	2.EGMC-5-1	8 Sep 2022	2.EGPO-8-1	11 Aug 2022
2.EGHE-2	3 Oct 2024	2.EGHI-2	13 Jun 2024	2.EGMC-7-1	3 Dec 2020	2.EGPO-8-2	11 Aug 2022
2.EGHE-3	23 Feb 2023	2.EGHI-3	8 Aug 2024	2.EGMC-7-2	16 May 2024	2.EGPO-8-3	18 May 2023
2.EGHE-4	23 Feb 2023	2.EGHI-4	13 Jun 2024	2.EGMC-7-3	16 May 2024	2.EGPO-8-4	18 May 2023
2.EGHE-5	3 Oct 2024	2.EGHI-5	22 Feb 2024	2.EGMC-7-4	20 May 2021	2.EGPO-8-5	11 Aug 2022
2.EGHE-6	18 May 2023	2.EGHI-6	3 Oct 2024	2.EGMC-7-5	20 May 2021	2.EGPO-8-6	18 May 2023
2.EGHE-7	3 Oct 2024	2.EGHI-7	8 Aug 2024	2.EGMC-7-6	20 May 2021	2.EGPO-8-7	11 Aug 2022
2.EGHE-8	18 May 2023	2.EGHI-8	13 Jun 2024	2.EGMC-7-7	20 May 2021	2.EGPO-8-8	18 May 2023
2.EGHE-2-1	3 Oct 2024	2.EGHI-9	8 Aug 2024	2.EGMC-8-1	18 Apr 2024	2.EGPO-8-9	18 May 2023
2.EGHE-3-1	7 Sep 2023	* 2.EGHI-10	31 Oct 2024	2.EGMC-8-2	18 Apr 2024	2.EGPO-8-10	18 May 2023
2.EGHE-8-1	30 Dec 2021	2.EGHI-11	13 Jun 2024	2.EGMC-8-3	18 Apr 2024	2.EGER-1	14 Jul 2022
2.EGHE-8-2	30 Dec 2021	2.EGHI-12	13 Jun 2024	2.EGMC-8-4	18 Apr 2024	2.EGER-2	23 Apr 2020
2.EGCJ-1	10 Aug 2023	2.EGHI-13	13 Jun 2024	2.EGMC-8-5	18 Apr 2024	2.EGER-3	14 Jul 2022
2.EGCJ-2	7 Sep 2023	2.EGHI-14	13 Jun 2024	2.EGMC-8-6	13 Jun 2024	2.EGER-4	14 Jul 2022
2.EGCJ-3	7 Sep 2023	2.EGHI-2-1	8 Aug 2024	2.EGMC-8-7	18 Apr 2024	2.EGER-5	14 Jul 2022
2.EGCJ-4	7 Sep 2023	2.EGHI-2-2	8 Aug 2024	2.EGMC-8-8	18 Apr 2024	2.EGER-6	14 Jul 2022
2.EGCJ-5	7 Sep 2023	2.EGHI-4-1	23 Mar 2023	2.EGSY-1	16 May 2024	2.EGER-2-1	25 Apr 2019
2.EGCJ-6	7 Sep 2023	2.EGHI-5-1	23 Mar 2023	2.EGSY-2	29 Dec 2022	2.EGPB-1	15 Jun 2023
* 2.EGCJ-7	31 Oct 2024	2.EGHI-7-1	8 Aug 2024	2.EGSY-3	16 May 2024	2.EGPB-2	30 Nov 2023
2.EGCJ-2-1	7 Sep 2023	2.EGHI-7-2	8 Aug 2024	2.EGSY-4	16 May 2024	2.EGPB-3	28 Dec 2023
2.EGCJ-8-1	28 Dec 2023	2.EGHI-7-3	8 Aug 2024	2.EGSY-5	11 Jul 2024	2.EGPB-4	28 Dec 2023
2.EGCJ-8-2	28 Dec 2023	2.EGHI-7-4	8 Aug 2024	2.EGSY-6	11 Jul 2024	2.EGPB-5	28 Dec 2023

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
AD		AD		AD		AD	
2.EGPB-6	28 Dec 2023	2.EGNV-8-1	16 May 2024	2.EGNO-10	3 Oct 2024	2.EGPC-8-2	10 Aug 2023
2.EGPB-7	15 Jun 2023	2.EGNV-8-2	16 May 2024	2.EGNO-11	3 Oct 2024	2.EGPC-8-3	10 Aug 2023
2.EGPB-8	28 Dec 2023	2.EGNV-8-3	16 May 2024	2.EGNO-12	3 Oct 2024	2.EGPC-8-4	10 Aug 2023
2.EGPB-9	15 Jun 2023	2.EGNV-8-4	16 May 2024	2.EGNO-2-1	3 Oct 2024	2.EGPC-8-5	10 Aug 2023
2.EGPB-10	18 Apr 2024	2.EGNV-8-5	16 May 2024	2.EGNO-4-1	21 Mar 2024	2.EGPC-8-6	10 Aug 2023
2.EGPB-11	18 Apr 2024	2.EGNV-8-6	16 May 2024	2.EGNO-5-1	21 Mar 2024	2.EGPC-8-7	10 Aug 2023
2.EGPB-2-1	28 Dec 2023	2.EGNV-8-7	21 Apr 2022	2.EGBW-1	8 Sep 2022	2.EGPC-8-8	10 Aug 2023
2.EGPB-2-2	18 May 2023	2.EGHO-1	16 May 2024	2.EGBW-2	23 Apr 2020	2.EGPC-8-9	10 Aug 2023
2.EGPB-3-1	20 Apr 2023	2.EGHO-2	18 Apr 2024	2.EGBW-3	8 Sep 2022	2.EGPC-8-10	31 Dec 2020
2.EGPB-3-2	20 Apr 2023	2.EGHO-3	30 Nov 2023	2.EGBW-4	5 Sep 2024	2.EGPC-8-11	2 Dec 2021
2.EGPB-5-1	19 May 2022	2.EGHO-4	30 Nov 2023	2.EGBW-5	11 Jul 2024	2.EGNW-1	18 Apr 2024
2.EGPB-8-1	28 Dec 2023	2.EGHO-5	8 Aug 2024	2.EGBW-6	13 Jul 2023	2.EGNW-2	9 Sep 2021
2.EGPB-8-2	2 Dec 2021	2.EGHO-6	3 Oct 2024	2.EGBW-2-1	20 May 2021	2.EGNW-3	7 Oct 2021
2.EGPB-8-3	28 Dec 2023	2.EGHO-7	16 May 2024	2.EGCW-1	18 May 2023	2.EGNW-4	14 Jul 2022
2.EGPB-8-4	2 Dec 2021	2.EGHO-2-1	5 Sep 2024	2.EGCW-2	18 May 2023	2.EGNW-5	14 Jul 2022
2.EGPB-8-5	28 Dec 2023	2.EGPU-1	5 Oct 2023	2.EGCW-3	18 May 2023	2.EGNW-2-1	9 Sep 2021
2.EGPB-8-6	28 Dec 2023	2.EGPU-2	18 Apr 2024	2.EGCW-4	18 May 2023	2.EGBO-1	5 Sep 2024
2.EGPB-8-7	2 Dec 2021	2.EGPU-3	26 Jan 2023	2.EGCW-5	18 May 2023	2.EGBO-2	5 Sep 2024
2.EGPB-8-8	28 Dec 2023	2.EGPU-4	20 Apr 2023	2.EGCW-6	18 May 2023	2.EGBO-3	5 Sep 2024
2.EGPB-8-9	28 Dec 2023	2.EGPU-5	3 Oct 2024	2.EGCW-2-1	1 Dec 2022	2.EGBO-4	5 Sep 2024
2.EGPB-8-10	28 Dec 2023	2.EGPU-6	18 Apr 2024	2.EGFA-1	25 Jan 2024	2.EGBO-5	5 Sep 2024
2.EGPB-8-11	28 Dec 2023	2.EGPU-7	18 Apr 2024	2.EGFA-2	18 May 2023	2.EGBO-6	5 Sep 2024
2.EGPB-8-12	28 Dec 2023	2.EGPU-2-1	20 Apr 2023	2.EGFA-3	28 Dec 2023	2.EGBO-7	5 Sep 2024
2.EGPB-8-13	20 May 2021	2.EGPU-8-1	2 Dec 2021	2.EGFA-4	18 May 2023	2.EGBO-8	5 Sep 2024
2.EGPB-8-14	2 Dec 2021	2.EGPU-8-2	2 Dec 2021	2.EGFA-5	25 Jan 2024	2.EGBO-2-1	22 Feb 2024
2.EGPB-8-15	2 Dec 2021	2.EGPU-8-3	5 Nov 2020	2.EGFA-6	25 Jan 2024	2.EGTB-1	13 Jun 2024
2.EGFH-1	1 Dec 2022	2.EGPU-8-4	2 Dec 2021	2.EGFA-2-1	15 Jun 2023	2.EGTB-2	13 Jun 2024
2.EGFH-2	16 May 2024	2.EGNL-1	18 Apr 2024	2.EGEW-1	14 Jul 2022	2.EGTB-3	13 Jun 2024
2.EGFH-3	1 Dec 2022	* 2.EGNL-2	31 Oct 2024	2.EGEW-2	14 Jul 2022	2.EGTB-4	13 Jun 2024
2.EGFH-4	1 Dec 2022	* 2.EGNL-3	31 Oct 2024	2.EGEW-3	7 Oct 2021	2.EGTB-5	29 Dec 2022
2.EGFH-5	16 May 2024	* 2.EGNL-4	31 Oct 2024	2.EGEW-4	14 Jul 2022	2.EGTB-6	21 Mar 2024
2.EGFH-6	16 May 2024	* 2.EGNL-5	31 Oct 2024	2.EGEW-5	14 Jul 2022	2.EGTB-2-1	13 Jun 2024
2.EGFH-2-1	1 Dec 2022	* 2.EGNL-6	31 Oct 2024	2.EGEW-6	14 Jul 2022	2.EGHG-1	11 Jul 2024
2.EGBM-1	14 Jul 2022	* 2.EGNL-7	31 Oct 2024	2.EGEW-2-1	13 Aug 2020	2.EGHG-2	11 Jul 2024
2.EGBM-2	3 Oct 2024	* 2.EGNL-8	31 Oct 2024	2.EGLM-1	14 Jul 2022	2.EGHG-3	11 Jul 2024
2.EGBM-3	3 Oct 2024	* 2.EGNL-9	31 Oct 2024	2.EGLM-2	14 Jul 2022	2.EGHG-4	11 Jul 2024
2.EGBM-4	3 Oct 2024	* 2.EGNL-2-1	31 Oct 2024	2.EGLM-3	16 Jun 2022	2.EGHG-5	11 Jul 2024
2.EGBM-5	3 Oct 2024	2.EGNL-8-1	2 Nov 2023	2.EGLM-4	14 Jul 2022	2.EGHG-6	11 Jul 2024
2.EGBM-6	3 Oct 2024	2.EGNL-8-2	13 Jun 2024	2.EGLM-5	9 Sep 2021	2.EGHG-7	11 Jul 2024
2.EGBM-2-1	3 Oct 2024	2.EGNL-8-3	2 Nov 2023	2.EGLM-6	14 Jul 2022	2.EGHG-8	11 Jul 2024
2.EGNV-1	21 Mar 2024	2.EGNL-8-4	2 Nov 2023	2.EGLM-2-1	16 Jun 2022	2.EGHG-2-1	11 Jul 2024
2.EGNV-2	21 Apr 2022	2.EGNL-8-5	2 Nov 2023	2.EGLM-4-1	02 Mar 2017	2.EGHG-8-1	11 Jul 2024
2.EGNV-3	18 Apr 2024	2.EGNL-8-6	2 Nov 2023	2.EGPC-1	21 Mar 2024	2.EGHG-8-2	11 Jul 2024
2.EGNV-4	18 Apr 2024	2.EGNL-8-7	21 Mar 2024	2.EGPC-2	21 Mar 2024	2.EGHG-8-3	20 Apr 2023
2.EGNV-5	18 Apr 2024	2.EGNL-8-8	8 Sep 2022	2.EGPC-3	2 Nov 2023	2.EGHG-8-4	11 Jul 2024
2.EGNV-6	18 Apr 2024	2.EGNO-1	3 Oct 2024	2.EGPC-4	2 Nov 2023	2.EGHG-8-5	11 Jul 2024
2.EGNV-7	18 Apr 2024	2.EGNO-2	3 Oct 2024	2.EGPC-5	2 Nov 2023	2.EGHG-8-6	20 Apr 2023
2.EGNV-8	18 Apr 2024	2.EGNO-3	3 Oct 2024	2.EGPC-6	21 Mar 2024	2.EGHG-8-7	25 Feb 2021
2.EGNV-9	18 Apr 2024	2.EGNO-4	3 Oct 2024	2.EGPC-7	8 Aug 2024	2.EGHG-8-8	2 Dec 2021
2.EGNV-10	18 Apr 2024	2.EGNO-5	3 Oct 2024	2.EGPC-8	18 Apr 2024	3.EGBC-1	16 May 2024
2.EGNV-2-1	18 Apr 2024	2.EGNO-6	3 Oct 2024	2.EGPC-9	18 Apr 2024	3.EGBC-2	16 May 2024
2.EGNV-2-2	18 Apr 2024	2.EGNO-7	3 Oct 2024	2.EGPC-10	23 Feb 2023	3.EGBC-3	20 Apr 2023
2.EGNV-4-1	20 Apr 2023	2.EGNO-8	3 Oct 2024	2.EGPC-2-1	2 Nov 2023	3.EGBC-4	20 Apr 2023
2.EGNV-5-1	3 Dec 2020	2.EGNO-9	3 Oct 2024	2.EGPC-8-1	10 Aug 2023	3.EGBC-5	20 Apr 2023

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date
AD	
3.EGLW-1	13 Jul 2023
3.EGLW-2	2 Nov 2023
3.EGLW-3	28 Dec 2023
3.EGLW-4	28 Dec 2023
3.EGLW-5	13 Jun 2024
3.EGLW-6	28 Dec 2023
3.EGLW-7	28 Dec 2023
3.EGLW-8	28 Dec 2023
3.EGLW-9	28 Dec 2023
3.EGLW-2-1	28 Dec 2023
3.EGLW-4-1	16 Jun 2022
3.EGHK-1	11 Jul 2024
3.EGHK-2	11 Jul 2024
3.EGHK-3	14 Jul 2022
3.EGHK-4	14 Jul 2022
3.EGHK-5	11 Jul 2024
3.EGHK-6	11 Jul 2024
3.EGHK-7	4 Nov 2021
3.EGHK-2-1	8 Sep 2022
3.EGDP-1	13 Jun 2024
3.EGDP-2	30 Nov 2023
3.EGDP-3	5 Sep 2024
3.EGDP-4	5 Sep 2024
3.EGDP-5	5 Sep 2024
3.EGDP-6	5 Sep 2024
3.EGDP-7	5 Sep 2024
3.EGDP-2-1	5 Sep 2024
3.EGDP-4-1	11 Jul 2024
3.EGHT-1	5 Sep 2024
3.EGHT-2	5 Sep 2024
3.EGHT-3	5 Sep 2024
3.EGHT-4	5 Sep 2024
3.EGHT-5	5 Sep 2024
3.EGHT-2-1	5 Sep 2024

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)

Title	Main Subjects (where not self evident)
Civil Aviation Acts (Subordinate Legislation) (Application) Order 1998 (S.D. 593/98)	Applies to the Isle of Man: Carriage by Air Acts (Application of Provisions) (Fourth Amendment) Order 1998. Aviation Security (Air Cargo Agents) (Amendment) Regulations 1998. Air Carrier Liability Order 1998.
Civil Aviation (Subordinate Legislation) (Application) Order 1997 (S.D. 555/97)	Applies to the Isle of Man: Carriage by Air Acts (Application of Provisions) Order 1967.
Civil Aviation (Subordinate Legislation) (Application) (No 2) Order 1996 (S.D. 562/96)	Applies to the Isle of Man: The Carriage by Air (Sterling Equivalents) Order 1996. The Aviation Security (Air Cargo Agents) (Amendment) Regulations 1996.
Civil Aviation (Subordinate Legislation) (Application) Order 1996 (S.D. 53/96)	Applies to the Isle of Man: Civil Aviation (Aerial Advertising) Regulations 1995.
Civil Aviation (Subordinate Legislation) (Application) (No 2) Order 1993 (S.D. 416/93)	Applies to the Isle of Man: Aviation Security (Air Cargo Agents) Regulations 1993.
Civil Aviation Acts (Application) Order 1992 (G.C. 417/1992)	Applies to the Isle of Man: Airports Act 1986. Carriage by Air Act 1961. Carriage by Air (Supplementary Provisions) Act 1962. Tokyo Convention Act 1967.
Civil Aviation (Subordinate Legislation) (Application) Order 1992 (G.C. 418/1992)	Applies to the Isle of Man: Civil Aviation (Documentary Evidence) Regulations 1972.
Customs and Excise Airport Order 1979 (G.C. 40/1979)	Isle of Man Legislation.
Anti Terrorism and Crime Act 2003 (2003 c.6)	Isle of Man Legislation.
Note: *Copies of the Legislation listed for the Isle of Man can be obtained from: Tynwald Library, Legislative Buildings, Finch Road, Douglas, Isle of Man IM1 3PW.*	

2 Landing and Taking Off Near Open Air Assemblies

2.1 When an event involving an organised open-air assembly of more than 1000 people takes place within 1000 metres of an unlicensed aerodrome or helicopter landing site, compliance with the following procedures is required under Standardised European Rules of the Air SERA.3105 Minimum Heights.

2.2 **Procedures applicable at a pre-existing unlicensed aerodrome:**

a) Landing and take-off shall only be performed with the permission of the person in charge of the aerodrome;
b) Aircraft shall not fly over any area occupied by spectators or car parks below a height of 1000 FT AGL unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface; and
c) The person in charge of the aerodrome shall ensure that on the ground, aircraft and members of the public are segregated from each other.

2.3 **Procedures applicable at a temporary helicopter landing site:**

a) The helicopter commander or operator shall obtain the written permission of the person in charge of the event prior to using the landing site;
b) The person in charge of the event should convey to helicopter commanders written details pertaining to the location and layout of the landing site and the procedures to be employed;
c) The person in charge of the event should inform the local police authority a minimum of 24 hours in advance of the commencement of operations;
d) The person in charge of the event shall ensure that on the ground, aircraft and members of the public are segregated from each other;
e) Landing and take-off shall only be performed:

   i. During daylight hours;
   ii. When the cloud ceiling is higher than 600 FT AGL and the flight visibility is more than 3 KM;

f) Helicopters shall not fly over any area occupied by spectators or car parks below a height of 1000 FT AGL or such height as will permit the helicopter, in the event of a power unit failure, to alight clear of the assembly, whichever is the higher;
g) Landing and take-off shall be made in an area which has been set aside for the purpose and helicopters which are landing and taking off shall maintain a safe distance from persons located outside the area, of at least 30 metres; and
h) Approach and departure shall be made over clear areas so that a safe forced landing can be achieved in the event of engine failure.

2.4 **Procedures applicable to aeroplane operations at a temporary aerodrome:**

a) Operations should be conducted in accordance with the guidance contained in CAP 793;

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)

b) The aircraft commander or operator shall obtain the written permission of the person in charge of the event prior to using the aerodrome;
c) The person in charge of the event should convey to aircraft commanders written details pertaining to the location and layout of the aerodrome and the procedures to be employed;
d) Aircraft shall not fly over any area occupied by spectators or car parks below a height of 1000 FT AGL or such height as will permit the aircraft, in the event of a power unit failure, to alight clear of the assembly, whichever is the higher.

2.5 CAP 793 contains guidance on safety standards at unlicensed aerodromes and CAP 789 contains guidance to operators who hold AOCs (both available at www.caa.co.uk). Further advice concerning operations at unlicensed aerodromes (for non-public transport operations) may be obtained from the Flight Operations Inspectorate (General Aviation) of the Civil Aviation Authority, Tel: 01293-573525. Further advice concerning operations at heliports or landing sites (for helicopter public transport operations) may be obtained from the Flight Operations Inspectorate (Helicopters) of the Civil Aviation Authority, Tel: 01293-573443.

3 Designation of Hostile Environment for Helicopter Operations, including Offshore Operations, in accordance with Commission Regulation (EU) No 965/2012 – Air Operations

3.1 Annex 1 to Commission Regulation (EU) 965/2012 (EASA Air Operations Regulation) contains the definition of Hostile Environment with regards to helicopter operations. (See also Air Navigation Order).

3.2 This designation and/or interpretation of a hostile environment applies only in relation to the EASA Air Operations Regulation and has no bearing on the circumstances in which the equipment requirements of the ANO apply.

3.3 Hostile environment means:

a) an area in which:

i. a safe forced landing cannot be accomplished because the surface is inadequate; or
ii. the helicopter occupants cannot be adequately protected from the elements;
iii. search and rescue response/capability is not provided consistent with anticipated exposure; or
iv. there is an unacceptable risk of endangering persons or property on the ground;

b) in any case, the following areas shall be considered hostile:

i. for over-water operations, the open sea areas North of 45N and South of 45S unless any part is designated as non-hostile by the responsible authority of the State' in which the operations take place; and
ii. those parts of a congested area without adequate safe forced landing areas.

3.4 For the purposes of operations under 3.3(b)(i) above, the UK does not designate any of the open sea areas North of 45N and South of 45S as a non-hostile environment.

3.5 For the purposes of operations in Performance Class 3 under CAT.POL.H.420 and in accordance with ARO.OPS.215, the UK has not designated any area where helicopter operations may be conducted without a safe forced landing capability.

3.6 When conducting offshore operations under an Offshore Specific Approval (SPA.HOFO), flights shall only be planned and commenced when the significant wave height of the sea over which the flight is intended to be conducted to or from an offshore location:

a) is 6 metres or less; and
b) does not exceed the certificated ditching performance of the helicopter.

Once the flight has been commenced and a deterioration in sea conditions beyond the limits in (a) or (b) above is experienced, the flight may be continued in accordance with procedures detailed in the operator's operations manual.

3.7 Interpretation of terms for use with paragraphs 3.3, 3.4 and 3.6:

a) 'Open Sea Area': The area of water to seaward of the seaward edge of the Coastal Corridor, where one exists, or the coastline where a Coastal Corridor does not exist.
b) 'Coastline' is deemed to include stretches of water such as river mouths and estuaries where the over water distance between the contiguous land mass does not exceed 8 NM.

Where used to define to airspace boundaries, 'Coastline' is defined as 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.

c) 'Offshore operation' means a helicopter operation that has a substantial proportion of any flight conducted over open sea areas to or from an offshore location.
d) 'Offshore location' means a facility intended to be used for helicopter operations on either a fixed or floating offshore structure or vessel including an offshore installation or a renewable energy installation as defined in the **Civil Aviation Act 1982.**
e) 'Significant wave height' means the average value of the height (vertical distance between trough and crest) of the largest one-third of the waves present.
f) 'Coastal Corridor' from GM1 CAT.OP.MPA.137(b) is used for helicopters operating as Commercial Air Transport in Performance Class 3 and means:

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)

'A variable distance from the coastline to a maximum distance corresponding to three minutes flying at normal cruising speed.'

For the United Kingdom (including Northern Ireland), and from the coastline of islands surrounding it, the maximum distance from the coastline corresponds to three minutes flying at normal cruising speed, but to no greater than 6 NM, where conditions are suitable for coastal transit.

g) 'Coastal Transit' from GM1 CAT.OP.MPA.137(b) in relation to helicopters operating as Commercial Air Transport in Performance Class 3 means:

'The conduct of operations over-water within the Coastal Corridor in conditions where there is a reasonable expectation that:

i. the flight can be conducted safely in the conditions prevailing;
ii. following an engine failure, a safe forced landing and successful evacuation can be achieved; and
iii. survival of the crew and passengers can be assured until rescue is effected.'

4 Designation of the London and Scottish Flight Information Regions as the area within which certain documents may be retained at the aerodrome or operating site in accordance with Commission Regulation (EU) No. 965/2012 – Air Operations

4.1 Annexes VII (Part-NCO) and VII (Part-SPO) to Commission Regulation (EU) No. 965/2012 (EASA Ops) contains the option for the competent authority to designate an area within which certain documents may be retained at the aerodrome or operating site.

4.2 The CAA, as the competent authority in the UK, and in accordance with NCO.GEN.135(b)(2) and SPO.GEN.140(b)(2) and ARO.OPS.210, has determined that the London and Scottish Flight Information Regions (FIR) are the designated areas for the purpose of these regulations.

4.3 For details of the documents which shall be carried on all flights reference should be made to the relevant Annex of the EASA Air Operations Regulations.

5 Data quality requirements - Commission Regulation (EU) 73/2010

5.1 Commission Regulation (EU) No 73/2010 lays down 'requirements for the quality of aeronautical data and aeronautical information for the Single European Sky'. The purpose of this regulation is to strengthen and enhance the Standards for Aeronautical Information Services described in (ICAO) Annex 15.

5.2 Aeronautical Data and Information in the UK IAIP is not currently compliant with this regulation.

5.3 CAA is working to ensure that the requirements of this regulation will be met. As the UK IAIP transitions towards full compliance, data not meeting the requirements of Commission Regulation (EU) No 73/2010, will be suitably identified as such.

INTENTIONALLY BLANK

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

Known Traffic:	Traffic the current flight details and intentions of which are known to the controller concerned through direct communication or co-ordination.
KPA	Kilopascal
KT	Knots
KW	Kilowatts
L	
L	Locator (NDB with published approach procedure. See LM, LO)
LAM	Logical Acknowledgement (message type designator)
LARS	*Lower Airspace Radar Service*
LAT	Latitude
LDA	Landing Distance Available
LDAH	Landing Distance Available, Helicopter
LDG	Landing
LDI	Landing Direction Indicator
LEN	Length
LF	Low Frequency (30 to 300 kHz)
LFA	*Low Flying Area*
LFC	*Low Flying Co-ord*
LFZ	*Low Flying Zone*
LGT	Light OR Lighting
LGTD	Lighted
LHA	*Lowest Holding Altitude*
LHS	*Left hand side*
LI	*Low Intensity omni-directional lights*
LIH	Light Intensity High
LIL	Light Intensity Low
LIM	Light Intensity Medium
LITAS	*Low Intensity Two Colour Approach Slope Indicators at …… and …… metres from threshold bracketing approach angle of …… degrees*
LM	Locator, Middle
LNAV	† (to be pronounced “EL-NAV”) Lateral Navigation
LNG	Long (Used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer
LONG	Longitude
LORAN	†LORAN (Long Range Air Navigation System)
Low Power/Low Drag Approach (LP/LD):	A noise abatement technique for arriving aircraft in which the pilot delays the extension of wing flaps and undercarriage until the final stages of the approach, subject to compliance with ATC speed control requirements and the safe operation of the aircraft.
LPV	Localizer Performance with Vertical Guidance
LTD	Limited
LV	Light and Variable (Relating to Wind)
LVL	Level
LVP	Low Visibility Procedures
M	
M	Metres (Preceded by figures)
MAA	Maximum Authorised Altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical maps and charts
MAPt	Missed Approach Point
MAS	Manual A1 Simplex
MASA	Multifunctional Transport Satellite (MTSAT) Satellite Based Augmentation System
MATZ	*Military Aerodrome Traffic Zone*
MAUW	*Maximum All Up Weight*
MCA	Minimum Crossing Altitude
MDH	Minimum Descent Height
MEA	Minimum En-route Altitude
MEDA	*Military Emergency Diversion Aerodrome*
MEHT	Minimum Eye Height over Threshold (For VASIS and PAPI)
MET	*(ENR 5.4) Meteorological Mast*
METAR	†Aviation routine weather report (In aeronautical meteorological code)
MF	Medium Frequency (300 to 3000 kHz)
MHDF	Medium and High Frequency Direction Finding Stations (At the same location)
MHVDF	Medium, High and Very High Frequency Direction Finding Stations (At the same location)
MHz	Megahertz
MID	Mid-point (related to RVR)
MIL	Military
MINE	*(ENR 5.4) Mine Shaft Superstructure*
MISC	*(ENR 5.4) Miscellaneous Air Obstruction (Man Made)*
MKR	Marker radio beacon
MLAT	*Multilateration*
MLS	‡Microwave Landing System
MM	Middle Marker
MNM	Minimum
MNPS	Minimum Navigation Performance Specifications
MNT	Monitor OR Monitoring OR Monitored
MNTN	Maintain
MOA	Military Operating Area
MOC	Minimum Obstacle Clearance (required)
MOCA	Minimum Obstacle Clearance Altitude
MOD	Moderate (Used to indicate the intensity of weather phenomena, interference or static reports, eg MOD RA = Moderate rain)
MOGAS	*Motor Gasoline*
MONT	*(ENR 5.4) Monument/Obelisk*
MPH	Statute Miles Per Hour
MPS	Metres Per Second
MRP	ATS/MET Reporting Point
MS	Minus
MSA	Minimum Sector Altitude
MSG	Message
MSL	Mean Sea Level
MTA	*Military Training Area*
MTOM	*Maximum Take-off Mass*
MTOW	*Maximum Take-off Weight*
MTRA	*Military Temporary Reserved Airspace*
MTU	Metric Units
MTWA	*Maximum Total Weight Authorised*
MVDF	Medium and Very High Frequency Direction Finding Stations (At the same location)
MWO	Meteorological Watch Office
N	
N	No distinct tendency (in RVR during previous 10 minutes)
NADP	Noise Abatement Departure Procedure
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not Before
NC	No Change
NDB	‡Non-Directional Radio Beacon
NDS	*Non Deviating Status*

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

NEG	No OR Negative OR Permission not granted OR That is not correct
NERS	*North Atlantic European Routing System*
NGT	Night
Night:	The time between half an hour after sunset and half an hour before sunrise, sunset and sunrise being determined at surface level.
NIL	*†None OR I Have nothing to send to you
NM	Nautical Miles
NML	Normal
NOF	International NOTAM Office
NOSIG	†No Significant Change (Used in trend -type landing forecasts)
NOTA	*Northern Oceanic Transition Area*
NOTAM	†A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NPA	Non Precision Approach
NPR	*Noise Preferential Routeing*
NPZ	*Non-standard Planning Zone*
NSC	Nil Significant Cloud
NSF	*Non Standard Flights*
NSGA	*Non-SSR Glider Areas*
NSU	*Nominated Service Unit*
NSW	Nil Significant Weather
NVG	*Night Vision Goggles*
O	
O/R	On Request
OAC	Oceanic Area Control Centre
OAS	Obstacle Assessment Surface
OAT	*Operational Air Traffic*
OBS	Observe OR Observed OR Observation
OBSC	Obscure OR Obscured OR Obscuring
OBST	Obstacle
OCA	Oceanic Control Area
OCH	Obstacle Clearance Height
OCL	*Oceanic Clearance Link*
OCNL	Occasional OR Occasionally
OCS	Obstacle Clearance Surface
OFZ	Obstacle Free Zone
OHD	Overhead
OIL	*(ENR 5.4) Refinery*
OLDI	On-Line Data Interchange
OM	Outer Marker
Operational Air Traffic (OAT):	Flights conducted under the control or authority of the military ATS organisation.
OPH	*(ENR 5.4) Offshore Platform with Helipad*
OPMET	†Operational Meteorological (information)
OPR	Operator OR Operate OR Operative OR Operating OR Operational
OPS	†Operations
OPSLF	*MOD Operations Low Flying*
ORCA	*Oceanic Route Clearance Authorisation System*
OSA	*Off-shore Safety Area*
OSV	Ocean Station Vessel
OTS	Organised Track System
OUBD	Outbound
P	
P…	Prohibited area (Followed by identification)
PALS	Precision Approach Lighting System (Specify category)
PAMOS	*Partially Automated MET Observation System*
PANS	Procedures for Air Navigation Services
PAPA	*Parallax Aircraft Parking Aid*
PAPI	†Precision Approach Path Indicator
PAR	‡Precision Approach Radar
Parachute Landing Area:	Means the terrain onto which parachute descents are made.
PAX	Passenger(s)
PBN	Performance-based Navigation
PCN	Pavement Classification Number
PCR	Pavement Classification Rating
PDG	Procedure Design Gradient
PER	Performance
PERM	Permanent
PFS	*(ENR 5.4) Floating Production Storage Offloading*
PGL	*(ENR 5.4) Gas Lift Platform*
PH	*Public Holiday*
PIB	Pre-flight Information Bulletin
PJE	Parachute Jumping Exercise
PLA	Practice Low Approach
PLN	Flight Plan
PLT	*(ENR 5.4) Power Plant; Industrial Structure, General; Tank, Telescoping Gasholder (Gasometer); Metal Processing Plant; Chemical Processing Plant; Tailings/Waste Pipe*
PN	Prior Notice required
PNdB	*Perceived Noise Decibels*
PNR	Point of No Return
POB	Persons On Board
POSS	Possible
POW	*(ENR 5.4) House of Religious Worship with Steeple; House of Religious Worship (Church/ Mosque/Synagogue/Temple)*
PPL	*(ENR 5.4) Offshore Platform with Derrick*
PPP	*(ENR 5.4) Offshore Platform*
PPR	Prior Permission Required
PRI	Primary
PRKG	Parking
PROB	†Probability
PROC	Procedure
PROV	Provisional
PSG	Passing
PSN	Position
PSR	Primary Surveillance Radar
PTN	Procedure Turn
PTS	Polar Track Structure
PWR	Power
PYL	*(ENR 5.4) Aerial Cable/Aerial Tramway or Power Transmission Line; Powerline Pylon, General; Powerline Pylon, Type A*
Q	
QDM	‡Magnetic Heading (zero wind)
QDR	Magnetic Bearing
QFE	‡Atmospheric pressure at aerodrome elevation (OR at runway threshold)
QFU	Magnetic orientation of runway
QNH	‡Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
R	
R	Right (runway identification)
R....	*Radial (prefix for use in graphics)*
R…	Restricted Area (followed by identification)
RA	Resolution Advisory
RA(T)	*Restricted Area (Temporary)*
RAC	Rules of the Air and Air Traffic Services

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

RAD	*Route Availability Document*
Radar Clear Range:	A range surveyed by radar within which the operating authority accepts responsibility for withholding fire if an aircraft is within the area into which, and through which, missiles are liable to fall.
Radar Departure:	The control of a departing aircraft by the use of surveillance radar to assist it to leave the vicinity of an aerodrome safely and expeditiously.
Radar Handover:	Transfer of responsibility for the control of an aircraft between two controllers using radar , following identification of the aircraft by both controllers.
Radar Surveillance:	Observance of the movements of aircraft on a radar display and the passing of advice and information to identified aircraft and, where appropriate, to other ATS Units.
Radial:	A magnetic bearing extending from a VOR/ VORTAC/TACAN.
RAF	*Royal Air Force*
RAFAT	*Royal Air Force Aerobatic Team*
RAFCT	*Royal Air Force Combined Training*
RAG	Runway Arresting Gear
RAI	Runway Alignment Indicator
RAS	*Radar Advisory Service*
RASA	*Radar Advisory Service Area*
RASC	Regional AIS System Centre
RB	Rescue boat
RCC	Rescue Co-ordination Centre
RCF	Radio Communication Failure (message type designator)
RCL	Runway Centre Line
RCLL	Runway Centre Line Light(s)
RDH	Reference Datum Height (For ILS)
RDL	Radial
RDO	Radio
REC	Receive OR Receiver
REDL	Runway Edge Light(s)
REF	Reference to … OR Refer to …
REG	Registration
REQ	Request OR Requested
RERTE	Re-route
RESA	Runway End Safety Area
RET	*Rapid Exit Taxiway*
RETIL	*Rapid Exit Taxiway Indicator Lights*
RFF	Fire and Rescue Equipment
RHAG	*Rotary Hydraulic Arrester Gear*
RHS	*Right hand side*
RIS	*Radar Information Service*
RL	Report Leaving
RLCE	Request Level Change En-route
RLLC	*Royal Low Level Corridor*
RLLS	Runway Lead-in Lighting System
RLNA	Requested Level Not Available
RMA	*Radar Manoeuvring Area*
RMK	Remark
RMZ	*A Radio Mandatory Zone (RMZ) is defined as airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.*
RN	*Royal Navy*
RNAV	†(To be pronounced 'AR-NAV') Area Navigation
RNG	Radio Range
RNHF	*Royal Navy Historical Flight*
RNP	‡Required Navigation Performance
ROBEX	†Regional OPMET Bulletin Exchange (Scheme)
ROD	Rate Of Descent
RON	Receiving Only
ROP	*Runway Observation Position*
RPL	Repetitive flight plan
RPLC	Replace OR Replaced
RPS	Radar Position Symbol
RPZ	*Runway Protection Zone*
RQMNTS	Requirements
RQP	Request flight plan (message type designator)
RQS	Request supplementary flight plan (message type designator)
RR	Report Reaching
RRA	(OR RRB, RRC . . . . etc, in sequence) Delayed meteorological message (message type designator)
RSCD	Runway Surface Condition
RSP	Responder beacon
RSR	En-Route Surveillance Radar
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTILS	*Runway Threshold Identification Lights*
RTM	*(ENR 5.4); Communication Tower; Microwave Tower, Type A (Has Reflector/Cone); Radio/ TV Tower Type A; Microwave Tower, Type I (Has Reflector/Cone)*
RTOAA	*Rejected Take-off Area Available*
RTODAH	Rejected Take-off Distance Available, Helicopter
RTR	*Radar Termination Range*
RTS	Return To Service
RTT	Radioteletypewriter
RTZL	Runway Touchdown Zone Light(s)
RV	Rescue Vessel
RVA	*Radar Vectoring Area*
RVP	*Rendezvous Point*
RVR	‡Runway Visual Range
RVSM	Reduced Vertical Separation Minimum
RWY	Runway
S	
SALS	Simple Approach Lighting System
SAMOS	*Fully automated with computer generated ATIS attached*
SAR	Search and Rescue
SARPS	Standards and Recommended Practices (ICAO)
SARSAT	*Search and Rescue Satellite Aided Tracking System*
SATCOM	†Satellite Communication
SBAS	Satellite Based Augmentation System
ScACC	*Scottish Area Control Centre*
ScATCC	*Scottish Area and Terminal Control Centre*
SDBY	Stand by
SDF	Step Down Fix
SEC	Seconds
SECT	Sector
SEG	Stand Entry Guidance
SELCAL	†Selective calling system
Semicircular Cruising Level	Specified cruising levels determined in relation to magnetic track within hemispheres of the compass.
SER	Service OR Servicing OR Served

GEN 2.2 ABBREVIATIONS USED IN AERONAUTICAL INFORMATION PRODUCTS (continued)

SERA	*Standardised European Rules of the Air (Commission Implementing Regulation (EU) No 923/2012).*
SFC	Surface
SGL	Signal
SHF	Super High Frequency (3000 to 30000 MHz)
SI	*Statutory Instruments*
SID	†Standard Instrument Departure
SIGMET	†Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIGWX	Significant weather
SIWL	Single Isolated Wheel Load
SKED	Schedule OR Scheduled
SLP	Speed Limiting Point
SMC	Surface Movement Control
SMR	Surface Movement Radar
SNOCLO	Aerodrome closed due to snow (used in METAR/SPECI)
SNOWTAM	†A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area.
SOC	Start of Climb
SOTA	*Shannon Oceanic Transition Area*
SPECI	†Aviation selected special weather report (In aeronautical meteorological code)
SPECIAL	†Special meteorological report (In abbreviated plain language)
SPL	Supplementary flight plan (message type designator)
SR	Sunrise
SRA	Surveillance Radar Approach
SRD	*Standard Route Document*
SRE	Surveillance Radar Element of precision approach radar system
SRR	Search and Rescue Region
SRY	Secondary
SS	Sunset
SSR	‡Secondary Surveillance Radar
SST	Supersonic transport
STA	Straight in approach
Stack Departure Time:	The time at which an aircraft is required to leave the holding facility to commence its approach.
STAR	†Standard instrument arrival
STD	Standard
STOL	Short Take-Off and Landing
STS	Status
STWL	Stopway light(s)
SUA	*Special Use Airspace (includes prohibited areas, restricted areas, danger areas, temporary segregated areas, temporary reserved areas and cross border areas)*
SUAAIS	*Special Use Airspace Activity Information Service*
SUACS	*Special Use Airspace Crossing Service*
SUBJ	Subject to
SUP	Supplement (AIP Supplement)
SUPPS	Regional supplementary procedures
SVC	Service message
SVCBL	Serviceable
SVFR	*Special Visual Flight Rules*
SWY	Stopway

T	
TA	Transition Altitude
TAA	Terminal Arrival Altitude
TACAN	†UHF Tactical Air Navigation Aid
TAF	†Aerodrome forecast
TAR	Terminal Area Surveillance Radar
TAS	True Airspeed
TC	Tropical Cyclone
TCAS	*Traffic Alert and Collision Avoidance System*
TCH	Threshold Crossing Height
TDA	Temporary Danger Area
TDZ	Touch Down Zone
TECR	Technical Reason
TEL	Telephone
TEMPO	†Temporary OR Temporarily
TFC	Traffic
TGL	Touch-and-Go Landing
TGS	Taxiing Guidance System
THR	Threshold
TKOF	Take-off
TLOF	Touchdown and Lift-off Area
TMA	‡Terminal Control Area
TMZ	*A Transponder Mandatory Zone (TMZ) is defined as airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory.*
TNH	Turn Height
TO	To. . . . (place)
TOC	Top Of Climb
TODA	Take-off Distance Available
TODAH	Take-off Distance Available, Helicopter
TORA	Take-off Run Available
TP	Turning Point
TR	Track
TR.....	*Temporary Reserved Area (Followed by Identification)*
TRA	*Temporary Reserved Area*
TRAG	*Temporary Reserved Areas (Gliding)*
TRANS	Transmits OR Transmitter
Transition Altitude	*The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.*
Transition Layer	*The airspace between the transition altitude and the transition level.*
Transition Level	*The lowest flight level available for use above the transition altitude.*
TRL	Transition Level
TRP	*Tug Release Point*
TS.....	*Temporary Segregated Area (Followed by Identification)*
TSA	*Temporary Segregated Area*
TURB	Turbulence
TURB-OFF	*(ENR 5.4) Windmotor/Wind Powered Generator - Located Off Shore*
TURB-ON	*(ENR 5.4) Windmotor/Wind Powered Generator - Located On Land*
TVOR	Terminal VOR
TWR	Aerodrome control tower OR aerodrome control
TWY	Taxiway
TWYL	Taxiway-Link
TYP	Type of Aircraft
U	
U/S	Unservicable
UAA	*Unusual Aerial Activity*
UAC	Upper Area Control Centre

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

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

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

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

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

3.6 Emergency Descents

3.6.1 **General**

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

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

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

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

3.7 Diversion

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

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

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

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

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

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

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

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

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

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

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

ENR 1.1 GENERAL RULES (continued)

3.8 Low Level Cross-Channel Operations - UK/France

3.8.1 Pilots undertaking Cross-Channel flights are reminded that a flight plan **MUST** be filed for all flights to or from the United Kingdom which will cross the United Kingdom/France FIR Boundary.

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

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

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

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

3.8.6 In UK airspace a bi-directional Recommended VFR Route between the Solent CTA and the Channel Islands CTR routing towards the Cherbourg Peninsula is established (See AD 2.EGJJ-3-1) which routes through EGD036. A SUA Crossing Service is available subject to hazardous activity and it is strongly recommended, in accordance with ENR 5.1-7, that a positive clearance is obtained from 'Plymouth Military Radar' or 'London Information' prior to entering EGD036. All traffic using the route above 3000 FT AMSL are advised to maintain the appropriate cruising level irrespective of the flight rules being observed. Pilots flying above 3000 FT AMSL are reminded of the requirement to maintain an appropriate semi-circular level whilst within the French FIR.

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

4.1 Non-Standard Flights (NSFs) in Controlled Airspace

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

4.1.1.1 Applications for NSFs within Controlled Airspace should primarily be made via the NATS Non-Standard Flight Application website (www.nats.co.uk/nsf) with the minimum 21 or 28 days notice (see paragraphs 4.1.2 and 4.1.6). If applicants are unable to utilise this website, applications may be submitted to the units listed below.

a) For flights south of 5230N and within the East Midlands CTA:

Post: London Control (Swanwick)
ATC Operations, PO Box 30, NATS Ltd, Sopwith Way, Swanwick, Southampton, Hants, SO31 7AY.
Phone: 01489-444181.
01489-444182.
Email: **NonStandard.FlightApplications@nats.co.uk**

b) for flights north of 5230N and over Northern Ireland:

Post: Scottish AC (Prestwick)
ATC Airspace Reservation Cell, NATS Prestwick, Room F-059, Prestwick Centre, Fresson Avenue, Prestwick, Ayrshire, KA9 2GX.
Phone: 01292-692431.
Fax: 01292-692042.
Email: **Reservation.Cell@nats.co.uk / PCDUTYOPS@nats.co.uk**

c) for flights within 15 NM and up to 7000 FT of Manchester Airport:

Post: Manchester Airport Operations
Control Tower Building, Manchester Airport Ltd, Wythenshawe, Manchester, M90 2PL.
Phone: 0161-499 5316/5305.
Email: **manchesterairport.atcops@nats.co.uk**

d) for localised VFR flights above FL 195 south of 55N not requiring reserved airspace and outside of the ATS route structure:

Post: Swanwick(Mil) West Bank Supervisor
RAF(U) Swanwick, Sopwith Way, Swanwick, Southampton, Hants, SO31 7AY.

ENR 1.1 GENERAL RULES (continued)

Phone: 01489-612417
Fax: 01489-612611
Email: **SwanwickMilitary-West@nats.co.uk**

e) for localised VFR flights above FL 195 north of 55N not requiring reserved airspace and outside of the ATS route structure:

Post: Swanwick(Mil) North Supervisor
RAF(U) Swanwick, Sopwith Way, Swanwick, Southampton, Hants, SO31 7AY.
Phone: 01489-612943
Fax: 01489-612611
Email: **SwanwickMilitary-North@nats.co.uk**

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

4.1.1.2 Applicants using either the website based application or any e-mail address listed above should ensure that the file sizes do not exceed 5MB. Zipped files are acceptable.

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

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

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

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

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

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

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

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

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

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

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

ENR 1.1 GENERAL RULES (continued)

transponder equipment normally with Mode C.

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

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

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

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

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

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

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

4.1.8 **Unmanned Aircraft Systems (UAS)**

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

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

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

4.1.8.3 The FRZ consists of:

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

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

4.1.8.4 Protected Aerodromes are those which are certified, Government, national licensed or otherwise as specifically prescribed. A list of aerodromes which are certified aerodromes and national licensed can be found within the AIP Aerodrome section (Part 3 AD 2).

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

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

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

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

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

4.1.8.7 Operators are reminded of the applicability of the new UAS regulations, which are applicable from 31 December 2020. Further

ENR 1.1 GENERAL RULES (continued)

Royal Flight status.

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

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

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

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

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

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

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

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

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

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

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

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

4.4.2.3 **Promulgation of Royal Flight Information**

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

4.4.3 **Royal Flights in Helicopters**

4.4.3.1 CAS-T is not normally established for Royal Flights in helicopters, but a degree of protection is provided by the establishment of

ENR 1.1 GENERAL RULES (continued)

a Royal Low-Level Corridor (RLLC).

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

a) Waypoints, approximately 20 minutes flying time apart, will coincide with turning points. The Notification Message will indicate the ETDs/ETAs for given check-points.
b) Within the RLLC, protected sectors, applying to military aircraft only, are established extending 5 NM either side of the helicopter's intended track and from ground level up to 1000 FT above the maximum cruise altitude.
c) In accordance with Military Regulations (RA 3237), prior to entering and when operating inside RLLCs, controllers and pilots of military aircraft should ensure that the military aircraft is in receipt of an ATS (either under Visual Flight Rules (VFR) or Instrument Flight Rules (IFR)) from:

i. The same Air Traffic Control (ATC) unit that is controlling the Royal Helicopter; or
ii. Another ATC unit that has established radar contract with the Royal Helicopter.

d) In addition to the requirements at 4.4.3.2(c), standard separation should be applied between military aircraft and the Royal Helicopter in accordance with Military Regulation RA 3228, with the following exceptions:

i. Light aeroplanes and helicopters operating under VFR with an Indicated Air Speed of 140 KT or less should be provided with sufficient traffic information to assist the military pilots to keep well clear of the Royal Helicopter; or
ii. Military aircraft operating VFR above 140 KT with the approval of the Royal Helicopter Commander.

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

4.4.4 **Royal Flight Callsigns**

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

a) **Royal Flights.** Royal flight callsigns are as follows:

i. **No. 32 (The Royal) Squadron (See note).** The 3-letter operator designator KRF followed by an identification number and the letter R, eg KRF 1R, and the radiotelephony callsign 'KITTYHAWK' followed by an identification number and the letter R.
ii. **TKHF.** The 3-letter designator TKF followed by an identification number and the letter R, eg TKF 1R, and the radiotelephony callsign 'RAINBOW' followed by an identification number and the letter R.
iii. **Civilian Chartered Aircraft.** The 3-letter designator KRH followed by an identification number and the letter R, eg KRH 1R, and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number and the letter R.

b) **Flights by Passengers entitled to CAA Priority.** Callsigns for flights by aircraft carrying passengers entitled to CAA priority are as follows:

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

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

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

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

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

ENR 1.1 GENERAL RULES (continued)

4.9 Civil Air Tests within the London FIR and UIR

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

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

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

For non-standard flights, please see section 4.1.

5 Special Use Airspace and Hazards to Flight

5.1 Special Use Airspace

5.1.1 **Overview**

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

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

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

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

5.1.2 **Special Use Airspace Activities**

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

Activity Descriptor	Definition
Ordnance, Munitions and Explosives (OME)	Live or practice OME delivered from the surface or air (including delivery by parachute), including bombing, torpedo dropping, demolition, and explosions, and large rockets capable of operating below the stratosphere as defined in the Air Navigation Order 2016.
High Energy Manoeuvres	Single or multiple aircraft conducting high energy manoeuvres, including supersonic flight, that may result in pilot(s) not being able to comply with the Rules of the Air.
Unmanned Aircraft System Beyond Visual Line Of Sight (BVLOS)	An unmanned aircraft (UA) that is operated beyond a distance where the Remote Pilot is able to respond to or avoid other airspace users by visual means. For the purpose of applying a safety buffer to airspace design, Pilotless Target Aircraft are considered within this category.

ENR 1.1 GENERAL RULES (continued)

Activity Descriptor	Definition
Unmanned Aircraft System Visual Line Of Sight (VLOS)	An operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely-piloted aircraft.
Unmanned Aircraft System Beyond Visual Line Of Sight with an Indicated Airspeed (IAS) of 150 KTS or less (BVLOS less than 150 KTS)	An unmanned aircraft (UA) that is operated beyond a distance where the Remote Pilot is able to respond to or avoid other airspace users by visual means with an IAS of 150 KTS or less.
Para Dropping	Activities involving the dropping of articles or parachutists.
Target Towing	Aircraft towing targets with cable lengths which, although normally 6000 FT, may extend to 24,000 FT. Targets may be anything up to 2500 FT below the towing aircraft.
Balloons	Large Balloons that are either tethered or released.
Electronic/Optical Hazards	Hazards that may interfere with aircraft systems or present a hazard to aircrew, including electronic warfare training and lasers.
Test and Evaluation	Single or multiple aircraft conducting manoeuvres that may not be able to comply with the Rules of the Air.
Spaceflight Activities	Activities as defined in the Space Industry Act 2018.

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

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

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

5.1.3 **Restriction of Flying Regulations**

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

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

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

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

5.1.4 **Emergency Restriction of Flying Regulations**

5.1.4.1 An Emergency Controlling Authority (ECA) may seek to inhibit flight in the vicinity of an emergency incident on land or at sea within the United Kingdom Flight Information Regions if it considers it essential for the safety of life or property and particularly for the protection of those engaged in Search and Rescue action.

5.1.4.2 Depending upon the nature of the incident the initial action will normally be the establishment of a temporary Danger Area notified by NOTAM. However, if a temporary Danger Area fails to meet the objective or is deemed to be inappropriate for a particular incident, Emergency Restriction of Flying Regulations may be introduced. The Regulations will make it an offence to fly within the designated Restricted Area (Temporary) without the permission of the appropriate ECA. Notification of the coming into force of Emergency Restriction of Flying Regulations and details of the Restricted Area (Temporary) will be made by NOTAM and at the same time any previously established temporary Danger Area will be withdrawn.

5.1.4.3 The ECA is the only authority that may grant permission for aircraft to be flown within the notified airspace. Subject to overriding considerations of safety, flights by aircraft directly associated with the emergency will invariably be given priority over those seeking

ENR 1.1 GENERAL RULES (continued)

to overfly for any other reason.

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

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

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

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

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

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

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

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

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

5.1.6 **Danger Area Byelaws**

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

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

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

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

5.1.7.2 **SUA Activity Information Service**
A SUA Activity Information Service allows pilots to obtain an airborne update of the notified status (active/not active) of a SUA. Information obtained from a SUA Activity Information Service does not imply permission to enter SUA, but it can assist a pilot in determining if it safe to proceed where the SUA is established but not active. It is strongly emphasized that information obtained from a SUA Activity Information Service provider is only pertinent to the notified status (active/not active) of a SUA structure and is not a permission to cross that SUA, whether or not it is active. Phraseology to obtain a SUA Activity Information Service can be found in CAP 413.

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

ENR 1.1 GENERAL RULES (continued)

Information Service provider.

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

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

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

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

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

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

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

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

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

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

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

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

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

5.1.9.2 **ATS Routes**

5.1.9.2.1 Some ATS Routes exist within the lateral limits of TRAs 001, 002, 007 and 008 and are available during certain weekday periods and throughout weekends and PHs. Airspace users are to ensure they remain clear of these ATS routes unless they are in receipt

ENR 1.1 GENERAL RULES (continued)

of an appropriate Radar Control service. Details of such ATS routes are detailed in ENR 3.3.

5.1.9.3 **Air Traffic Services and Separation Requirements**

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

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

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

5.1.9.4 **Operational Procedures**

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

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

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

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

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

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

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

5.1.9.5 **VFR Weather Minima**

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

5.1.9.6 **Access Requirements**

5.1.9.6.1 **IFR**

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

5.1.9.6.2 **VFR**

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

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

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

ENR 1.1 GENERAL RULES (continued)

5.1.9.7 **Military Autonomous Operations**

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

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

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

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

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

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

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

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

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

5.2 Hazards to Flight

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

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

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

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

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

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

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

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

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

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

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

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

ENR 1.1 GENERAL RULES (continued)

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

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

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

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

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

5.2.7 **UK Military Low Flying System**

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

5.2.7.2 Military aircraft are considered to be low flying when:

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

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

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

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

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

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

NATS AIS Supervisor

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

5.3 Activities of a Dangerous Nature

5.3.1 **Small Arms Ranges**

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

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

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

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

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

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

5.3.2.3 Airborne Early Warning (AEW) aircraft operate within United Kingdom airspace and due to possible radiation hazards, all aircraft should maintain a minimum separation of 1000 M lateral and 1000 FT vertical from such aircraft. AEW aircraft can be identified as follows:

a) RAF/NATO/USAF E-3 - a Boeing 707 with a large rotodome mounted on the upper fuselage (E-3 Orbit Areas are listed at ENR 5.3);
b) USN E-2C - a medium size twin turboprop with a four-finned cantilever tail and a large rotodome mounted on the upper fuselage.

5.3.3 **Gas Venting Operations**

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

5.3.4 **Laser Sites**

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

5.3.5 **Radiosonde Balloon Ascents**

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

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

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

5.4 Air Navigation Obstacles

5.4.1 **List of Air Navigation Obstacles**

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

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

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

5.4.2 **Aerodrome Obstacles**

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

ENR 1.1 GENERAL RULES (continued)

aerodrome obstacles is detailed in CAP 168 'Licensing of Aerodromes' and is briefly described in CAP 637 'Visual Aids Handbook'.

5.4.3 **Land Based Air Navigation Obstacles**

5.4.3.1 Article 225A of the Air Navigation Order 2016 mandates the requirement for the CAA to be notified of any existing or proposed en-route obstacles (permanent or temporary) which (or will) attain or exceed a height of 100 M (328 FT) AGL. Proposed changes to any existing en-route obstacles which (or will) attain or exceed a height of 100 M (328 FT) AGL must also be notified. This requirement is applicable to any building or work, including waste heaps, which attains or exceeds the above-stated height. Details of those obstacles of which the CAA has been notified are listed in ENR 5.4. In cases where a number of structures form the obstacle, the position of the highest is given. In the case of masts, the position of the centre of the mast is given (but it should be noted that the stays or guys may spread out for a considerable distance). Article 222 of the Air Navigation Order 2016 imposes mandatory lighting requirements on en-route obstacles that are 150 M (492 FT) AGL or more in height. For en-route obstacles that are less than 150 M (492 FT) AGL in height, the CAA recommends that such structures should be lit if, by virtue of their nature or location, they are considered to present a significant hazard to air navigation.

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

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

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

5.4.4 **Off-shore Air Navigation Obstacles**

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

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

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

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

5.5 Aerial Sporting and Recreational Activities

5.5.1 **Glider Launching Sites**

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

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

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

ENR 1.1 GENERAL RULES (continued)

aircraft to use the sites.

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

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

5.5.2.2 The locations of cable-launched hang/paragliding sites are listed at ENR 5.5. Foot launched activity sites are severely affected by wind speed and direction existing at the time. Although activity is usually at a peak during weekends, hang-gliding and/or parascending may take place at any time, particularly in the summer months. Airspace users should be aware that single or groups of soaring and motorised hang/para-gliders can be found flying anywhere in the open FIR up to 15,000 FT, and are therefore not listed.

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

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

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

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

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

5.5.4 **Free-fall Parachuting Drop Zones**

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

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

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

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

5.5.5 **Microlight Flying sites**

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

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

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

5.5.7 **Kites**

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

5.5.8 **Training and Unusual Activity Aerodromes**

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

ENR 1.1 GENERAL RULES (continued)

at a licensed aerodrome and within the defined Aerodrome Traffic Zone, the aerodrome will be listed within the AD section.

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

6 Other Temporary Hazards

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

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

INTENTIONALLY BLANK

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

that ADS-B will become more prevalent as a source of surveillance data for all aircraft types and to providers of ATS.

3.4 Extended Squitter devices using uncertified GPS sources may require the Surveillance Integrity Level to be set to zero.

4 Other Relevant Information and Procedures

4.1 Lower Airspace Radar Service (LARS)

4.1.1 **Availability of Service**

4.1.1.1 The service is available to all aircraft flying outside Controlled Airspace up to FL 100, within the limits of radar/radio cover. The service will be provided within approximately 30 NM of each participating ATS Unit. Unless a participating ATS Unit is H24, the service will normally be available between Winter 0800 and 1700, Summer 0700 and 1600, Mondays to Fridays. However, as some participating Units may remain open to serve evening, night or weekend flying, pilots are recommended to call for the service irrespective of the published hours of ATS. If no reply is received after three consecutive calls, it should be assumed that the service is not available.

4.1.1.2 LARS will not normally be available from non-H24 Units at weekends and during public holidays.

4.1.1.3 Pilots intending to operate at or above FL 100 may be advised to contact an appropriate ATCRU and request a Deconfliction Service or a Traffic Service. However, as VHF frequencies at Military ATCRUs are not continuously monitored, unless in use, civil pilots may ask controllers to arrange a frequency on which to call the appropriate Unit.

4.1.2 **Description of Service**

4.1.2.1 The service provided will be a Deconfliction Service or Traffic Service as detailed at ENR 1.1, subsection 2 (UK Flight Information Service).

4.1.3 **Procedures**

4.1.3.1 Pilots intending to use the Lower Airspace Radar Service should note the participating ATS Units close to their intended track and establish two-way RTF communication on the appropriate frequency using the phraseology: '. . . .(Participating ATS Unit), ...(Aircraft callsign), request (Basic/Traffic/Deconfliction Service)'. Pilots may be asked to 'stand-by'. When asked to pass your message, pilots should pass the following information:

a) Callsign and type of aircraft;
b) departure aerodrome;
c) destination aerodrome;
d) present position;
e) level;
f) additional details/intentions as necessary (next route point, squawk code).

4.1.3.2 Aircraft will be identified and pilots so informed before radar service is given.

4.1.3.3 Under a Deconfliction Service or Traffic Service, participating LARS aircraft will be given the service in accordance with ENR 1.1, subsection 2 (UK Flight Information Service).

4.1.3.4 Whenever possible, aircraft will be handed over from controller to controller in an area of overlapping radar cover and pilots told to 'Contact' the next Unit. When this cannot be effected, pilots will be informed of their position and advised which Unit to call for further service.

4.1.3.5 If a pilot wishes to enter regulated airspace, even though he may be in receipt of a LARS beforehand, he remains responsible for obtaining the required clearances before entry. LARS Controllers may assist in obtaining clearance, if workload permits, but pilots must be prepared to carry out this task independently.

4.1.4 **Terrain Clearance**

4.1.4.1 Terrain clearance will be the responsibility of pilots. However, LARS Units will set a level or levels below which a Deconfliction Service is to be refused or terminated.

4.1.5 **Advice to Pilots**

4.1.5.1 The provision of LARS is at the discretion of the controllers concerned because they may be fully engaged in their primary tasks. Therefore, occasionally, the service may not be available.

4.1.5.2 Boscombe Down Service Limitations

4.1.5.2.1 Limited Traffic Service - At and below FL 40. Subject to ATC workload, pilots will be informed of any limitations to Deconfliction

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Service and standard separation will be provided whenever possible.

4.1.5.3 Cardiff Radar Service Limitations

4.1.5.3.1 Due to limits of surveillance cover, a LARS may not be available below altitude 3000 FT. Pilots will be advised if LARS is not available and an alternative ATS may be offered.

4.1.5.4 Farnborough Service Limitations

4.1.5.4.1 Limited Traffic Service - At all altitudes/Flight Levels. Aircraft inbound to Farnborough should contact Farnborough Radar on 134.355 MHz. On weekdays (excluding PHs) LARS/MATZ service is not normally available on 125.250 MHz after 2000 HR (one hour earlier in summer). Traffic inbound to Odiham should contact Odiham Approach on 131.300 MHz.

4.1.5.4.2 Traffic Service is not available below altitude 1500 FT.

4.1.5.5 Warton Service Limitations

4.1.5.5.1 Warton PSR is suppressed in certain sectors to mitigate interference from ground clutter and wind turbines. Pilots will be advised of reduced service by Warton Radar.

4.1.6 **ATS Units Participating in the Lower Airspace Radar**

Unit	Position	Frequency (MHz)/ Channel	Service Radius (NM)	Availability/ Remarks
Boscombe Down	510912N 0014504W	126.705	30	Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500). Opening hours may vary subject to operational flying requirements.
Bournemouth	504648N 0015033W	119.480	30	0800-2000 (0700-1900).
Brize Norton	514500N 0013459W	124.280	40	0900-1700 (0800-1600).
Cardiff	512348N 0032036W	119.155	40	0600-2300 (0500-2200).
Coningsby	530535N 0000958W	119.200	30	Mon-Fri 0800-1700 (0700-1600).
Culdrose	500507N 0051515W	134.055	30	Mon-Thu 0830-1700 (0730-1600), Fri 0830-1400 (0730-1300).
East Midlands	524952N 0011940W	134.180	30	H24.
Exeter	504404N 0032450W	128.980	30	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200).
Farnborough (West)	511633N 0004635W	125.250	See ENR 6-11	0800-2000 (0700-1900). See paragraph 4.1.7.
Farnborough (East)	511633N 0004635W	123.225		
Farnborough (North)	511633N 0004635W	132.800		
Humberside	533428N 0002103W	119.130	30	0630-2115 (0530-2015).
Leeming	541733N 0013207W	133.380	30	Mon-Thu 0800-1800 (0700-1700), Fri 0800-1700 (0700-1600).
Leuchars	562230N 0025132W	126.505	40	Mon-Fri 0900-1700 (0800-1600).
Lossiemouth	574224N 0032016W	119.575	40	Mon-Fri 0900-1700 (0800-1600).
Marham	523854N 0003302E	124.155	30	Mon-Thu 0800-2359 (0700-2300), Fri 0800-1800 (0700-1700).
Newcastle	550217N 0014123W	124.380	40	H24.
Newquay	502627N 0045943W	133.405	60	0730-2130 (0630-2030).
Norwich	524033N 0011658E	119.355	30	0630-2130 (0530-2030).
Plymouth Military (West)	501900N 0040700W	121.255	40	Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300).
Plymouth Military (East)	503405N 0022659W	124.150	40	The East and West LARS areas are divided at the western edge of Berry Head CTA 1, 3 & 5.
Shawbury	524737N 0024005W	133.155	40	Mon-Fri 0830-1700 (0730-1630).
Southend	513417N 0004144E	130.780	25	0900-1800 (0800-1700).
Teesside International	543033N 0012546W	118.855	40	0800-1800 (0700-1700).
Valley	531450N 0043201W	125.230	40	Mon-Thu 0800-1800 (0700-1700), Fri 0800-1700 (0700-1600).

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

(DOC 7030)

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

1 RVSM

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

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

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

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

2 Aircraft Not Equipped With 8.33 kHz Capable Radios

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

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

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

Location	25 kHz Frequency (MHz)
CONINGSBY	119.200
FARNBOROUGH EAST	123.225
FARNBOROUGH NORTH	132.800
LOSSIEMOUTH	119.575
PLYMOUTH MIL EAST	124.150
WADDINGTON	119.500
YEOVILTON	127.350

→

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

INTENTIONALLY BLANK

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1 IFR Flight plan addressing

1.1 An IFR Flight Plan is to be addressed as follows (add all addresses that apply):

Route	Message Address
Flight wholly within the IFPS Zone (ENR 1.10 refers)	EUCHZMFP and EUCBZMFP **or use** IFPS collective address EGZYIFPS
Within the Shanwick OCA and FIR	EUCHZMFP and EUCBZMFP
Flights which will transit the SOTA	EUCHZMFP and EUCBZMFP
Flights which will transit the BOTA	LFRRZQZX
Flights requiring a service from Swanwick Military	EGZYOATT
Flight or part of flight outside the IFPS Zone	As detailed in the AIP of the State or country flown through – see note.

2 Mixed IFR/VFR Flight plan addressing

2.1 The IFR portion of a mixed mode (IFR/VFR) Flight Plan is to be addressed as per the table above; the VFR portion is to be addressed as per the guidance below.

3 VFR Flight plan addressing

3.1 A VFR Flight Plan is to be addressed to the Departure and Destination aerodrome (ICAO Location Indicator + ZTZX) plus any additional addresses as specified in the tables below (add all addresses that apply):

Aerodrome	Requirement
EGAC (Belfast/City)	Add EGAAZTZX (Aldergrove ARO)
EGBE (Coventry)	Add EGBBZTZX (Birmingham ATC)
EGEC (Campbeltown)	Add EGPEZEZA
EGFF (Cardiff)	Add EGFFZIZF (for VFR departures from Cardiff and VFR flight plans requiring onward transmission) Add EGFFFDMS (for all VFR or IFR departures from Cardiff)
EGHH (Bournemouth)	Add EGHIZTZX (Southampton Zone)
EGLK (Blackbushe)	Add EGLFZTZX (Farnborough ATC)
EGNH (Blackpool)	Add EGNOZTZX (Warton Approach)
EGNL (Walney)	Add EGNOZTZX (Warton Approach)
EGPA (Kirkwall)	Add EGPEZEZA
EGPB (Sumburgh) and any other Shetland Isles aerodrome/destination	Add EGPDZTZX Add EGPEZEZA
EGPC (Wick)	Add EGPEZEZA
EGPE (Inverness)	Add EGPEZEZA
EGPH (Edinburgh)	Add EGPHZGZX
EGPI (Islay)	Add EGPEZEZA
EGPL (Benbecula)	Add EGPEZEZA
EGPN (Dundee)	Add EGPEZEZA
EGPO (Stornoway)	Add EGPEZEZA
EGPR (Barra)	Add EGPEZEZA
EGPU (Tiree)	Add EGPEZEZA
EGTF (Fairoaks)	Add EGLFZTZX

Route	Address
Entering or remaining within Scottish FIR	EGZYVFRP
Entering or remaining within London FIR	EGZYVFRT
Within the Shanwick OCA and FIR	EGGXZOZX
Entering or remaining within Channel Islands CTR or CTAs	EGJJZRZX
Entering any Aberdeen ATSU Off-shore Area of Responsibility (shown at ENR 6-23)	EGPDZTZX
Any flight or portion of flight through a non UK FIR (eg Cross Channel flight)	As detailed in the AIP of the State or country flown through – see note.

Note: *AIPs for all Eurocontrol states can be downloaded free of charge from the Eurocontrol Website at: http://www.ead.eurocontrol.int/eadcms/eadsite/index.php.html*

INTENTIONALLY BLANK

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
SOLENT CTA 4 510433N 0012536W - 505512N 0013047W - 505334N 0014051W - 510433N 0012536W Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2230 (0630-2130).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. 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.
SOLENT CTA 5 510828N 0011928W - 510636N 0010817W - 510340N 0010935W thence anti-clockwise by the arc of a circle radius 10 NM centred on 505701N 0012124W to 510700N 0012146W - 510828N 0011928W Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2230 (0630-2130).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. 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.
SOLENT CTA 6 510636N 0010817W - 510420N 0010657W - 505435N 0010335W - 504928N 0011714W - 510115N 0011039W - 510636N 0010817W Upper limit: 5500 FT ALT Lower limit: 3000 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2230 (0630-2130).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. 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.
SOLENT CTA 7 504214N 0015313W - 504441N 0013824W - 503156N 0014700W - 504214N 0015313W Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2230 (0630-2130).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. 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.
SOLENT CTA 8 504441N 0013824W - 504035N 0012350W - 502754N 0013240W - 503156N 0014700W - 504441N 0013824W Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2230 (0630-2130).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. 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
SOUTHEND CTA 1 513437N 0002440E - 514333N 0004429E - 514206N 0004521E - 513445N 0002903E thence anti-clockwise by the arc of a circle radius 7.5 NM centred on 513357N 0004100E to 512701N 0003630E - 512719N 0003955E - 513151N 0005000E - 513000N 0005000E - 512528N 0003956E - 512446N 0003202E - 512757N 0002721E - 513146N 0002401E - 513437N 0002440E Upper limit: 3500 FT ALT Lower limit: 1500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 3500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 2 514333N 0004429E - 514420N 0004614E - 514440N 0005036E - 514431N 0005038E - 514138N 0005222E - 514312N 0004748E - 514206N 0004521E - 514333N 0004429E Upper limit: 4500 FT ALT Lower limit: 1500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 4500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 3 514440N 0005036E - 514446N 0005158E thence clockwise by the arc of a circle radius 12 NM centred on 513428N 0004207E to 513504N 0010120E - 513000N 0005000E - 513151N 0005000E - 513528N 0005805E thence anti-clockwise by the arc of a circle radius 10 NM centred on 513428N 0004207E to 514057N 0005420E - 514138N 0005222E - 514431N 0005038E - 514440N 0005036E Upper limit: 5500 FT ALT Lower limit: 1500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 5500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 4 513437N 0002440E - 513943N 0002551E - 514353N 0003508E - 514435N 0004406E - 514401N 0004412E - 514333N 0004429E - 513437N 0002440E Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 3500 FT upwards. 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	Frequency MHz/ Channel Purpose/ SATVOICE number	Remarks
1	2	3	4	5
SOUTHEND CTA 5 514435N 0004406E - 514506N 0004514E - 514530N 0005026E - 514440N 0005036E - 514420N 0004614E - 514333N 0004429E - 514401N 0004412E - 514435N 0004406E Upper limit: 4500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 4500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 6 514530N 0005026E - 514551N 0005510E thence clockwise by the arc of a circle radius 14 NM centred on 513428N 0004207E to 513653N 0010414E - 513535N 0010117E thence anti-clockwise by the arc of a circle radius 12 NM centred on 513428N 0004207E to 514446N 0005158E - 514440N 0005036E - 514530N 0005026E Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 5500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 7 512757N 0002721E - 512446N 0003202E - 512528N 0003956E - 513000N 0005000E - 512120N 0005000E - 512046N 0003338E - 512757N 0002721E Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 3500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 8 512829N 0005000E - 512555N 0005625E - 512124N 0005144E - 512120N 0005000E - 512829N 0005000E Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 5500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 9 514506N 0004514E - 514716N 0005005E - 514530N 0005026E - 514506N 0004514E Upper limit: 4500 FT ALT Lower limit: 3500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 4500 FT upwards. 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**	**Frequency MHz/** **Channel Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
SOUTHEND CTA 10 514716N 0005005E - 515032N 0005922E - 515158N 0011450E - 514921N 0012014E - 514212N 0012127E - 513836N 0011744E - 513751N 0010627E - 513653N 0010414E thence anti-clockwise by the arc of a circle radius 14 NM centred on 513428N 0004207E to 514551N 0005510E - 514530N 0005026E - 514716N 0005005E Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	CTA Chart published in AD-2 Section.
SOUTHERN CTA 523412N 0015410E - 522842N 0023414E - 522819N 0024644E - 513000N 0020000E - 510700N 0020000E - 510000N 0012800E - 504000N 0012800E - 500000N 0001500W following the line of latitude to - 500000N 0020000W - 495738N 0021420W - 495458N 0023011W - 501745N 0022725W - 503146N 0022018W - 503712N 0021731W - 503949N 0023058W - 504459N 0023107W - 504947N 0023317W - 510123N 0012711W - 511617N 0012057W - 511726N 0012843W - 511837N 0012813W - 512624N 0012933W - 512619N 0012850W - 513607N 0012547W - 513423N 0011138W - 514420N 0010041W - 515745N 0011126W - 520421N 0003712W - 520316N 0003441W - 521126N 0002220W - 522632N 0003702W - 522511N 0012817E - 523412N 0015410E Upper limit: FL245 Lower limit: FL195 Class: C	LONDON ACC	LONDON CONTROL English H24	118.480 121.030 121.230 127.105 127.955 128.430 129.430 130.925 132.165 132.605 133.940 134.905 135.055 135.425 135.805	Parts of the following ATS Routes are incorporated within the CTA: L6, L9, L10, L15, L18, L89, L151, L179, L607, L608, L610, L612, L613, L620, L980, L982, M8, M40, M84, M85, M87, M91, M183, M184, M185, M189, M195, M197, M604, M605, M733, N6, N14, N16, N17, N19, N20, N27, N57, N63, N84, N514, N601, N621, N859, N866, N867, P2, P7, P25, P44, P49, P72, P73, P83, P86, P87, P88, P137, P144, P155, P166, Q3, Q41, Q63, Q70, Q75, Q295, T71, T418, T420, T421, Y4, Y6, Y8, Y47, Y110, Y311, Y312, Y321, Y803 and Z171.

ENR 2.2 OTHER REGULATED AIRSPACE

Name Lateral limits Vertical limits Class of Airspace	Unit ProvidingService	Callsign Language Hours of Service Conditions of Use	Frequency Channel Purpose	Remarks
1	2	3	4	5
BARKSTON HEATH ATZ A circle, 2 NM radius, centred at 525747N 0003337W on longest notified runway (06/24) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	CRANWELL	CRANWELL APPROACH English Mon-Thu 0830-1730 (0730-1630); Fri 0830-1700 (0730-1600).	124.455 MHz ATC	Elevation: 367 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
BENSON ATZ A circle, 2 NM radius, centred at 513654N 0010545W on longest notified runway (01/19) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	BENSON	BENSON ZONE English H24	120.900 MHz ATC	Elevation: 203 FT AMSL. Note 1: Prior to entering the ATZ, aircraft inbound to sites within the ATZ are to contact Benson Zone (120.900 MHz) in the first instance, or if no answer, Benson Tower (127.150 MHz), with details of route and landing site location. If no response is received this information should be transmitted blind. Note 2: ATZ crossing service only available to meet operational requirements which may include night flying. If contact is not made with Benson Zone or Tower, all aircraft are to avoid the ATZ as Air Ambulance and Police operate H24. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
BOSCOMBE DOWN ATZ A circle, 2.5 NM radius, centred at 510912N 0014504W on longest notified runway (05/23) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	BOSCOMBE DOWN	BOSCOMBE ZONE English Mon-Fri 0730-2359 (0630-2300); Sat-Sun SR-SS.	126.705 MHz ATC	Elevation: 407 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: When EGDM MATZ is active, flights into Old Sarum are subject to local agreement between Old Sarum and Boscombe Down.
BRIZE NORTON ATZ A circle, 2.5 NM radius, centred at 514500N 0013459W on longest notified runway (08/26) Upper limit: 2000 FT AGL Lower limit: SFC Class: D	BRIZE NORTON	BRIZE ZONE English H24	119.005 MHz ATC	Elevation: 287 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
CONINGSBY ATZ A circle, 2.5 NM radius, centred at 530535N 0000958W on longest notified runway (07/25) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	CONINGSBY	CONINGSBY APPROACH English H24	119.200 MHz ATC	Elevation: 24 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
COSFORD ATZ A circle, 2 NM radius, centred at 523826N 0021819W on longest notified runway (06/24) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	COSFORD	COSFORD APPROACH English Sep-Jun: Sat-Wed 0900-1730 (0800-1630); Jul-Aug: Mon-Fri (0800-1630).	135.875 MHz ATC	Elevation: 272 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note 1: Crews wishing to transit when ATC is closed should make blind calls on Cosford APP 135.875 MHz. Note 2: Air Ambulance and resident flying club activity may continue outside ATS times.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit ProvidingService	Callsign Language Hours of Service Conditions of Use	Frequency Channel Purpose	Remarks
1	2	3	4	5
CRANWELL ATZ A circle, 2.5 NM radius, centred at 530147N 0002934W on longest notified runway (08/26) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	CRANWELL	CRANWELL APPROACH English Mon-Thu 0800-1730 (0700-1630); Fri 0800-1700 (0700-1600); Sat-Sun 0900-1700 (0800-1600).	124.455 MHz ATC	Elevation: 222 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: At weekends 124.455 is monitored by Cranwell Tower and pilots may make contact if requiring an ATZ/ MATZ crossing. No radar services available at weekends. When Air Traffic Control Services are not available, control of the ATZ is transferred to Cranwell Gliding Club 129.980 MHz (Cranwell Gliders).
CULDROSE ATZ A circle, 2.5 NM radius, centred at 500507N 0051515W on longest notified runway (11/29) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	CULDROSE	CULDROSE APPROACH English H24	134.055 MHz ATC	Elevation: 268 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
EGPX FRA (AS PART OF BOREALIS FRA CONTINUUM) 610000N 0100000W following the line of latitude to - 610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 550000N 0050000E - 543000N 0043209E - 543843N 0042000E - 544927N 0041110E - 550252N 0040000E - 552547N 0034557E - 552536N 0034259E - 552528N 0024830E - 552517N 0022451E - 552507N 0020850E - 552436N 0013246E - 552754N 0001453E - 552751N 0001521W - 552733N 0010125W - 552700N 0011023W - 552650N 0013354W - 552703N 0021345W - 552702N 0021836W - 552700N 0022627W - 552740N 0025947W - 552957N 0032110W - 553146N 0035631W - 552943N 0040436W - 552338N 0042825W - 550947N 0044512W - 550520N 0044907W - 544014N 0032836W - 542220N 0032542W - 540257N 0033104W - 535548N 0032947W - 535316N 0032923W - 535017N 0032855W - 534125N 0032734W - 534150N 0033649W - 535439N 0040737W - 535623N 0041926W - 535419N 0042151W - 535216N 0042414W - 534856N 0043030W - 534617N 0043112W - 534817N 0053000W - 535500N 0053000W - 540316N 0061212W - 542500N 0081000W - 543858N 0093320W - 543400N 0100000W - 610000N 0100000W Upper limit: FL660 Lower limit: FL255 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.325 MHz (Note 2 and 4) 125.680 MHz (Note 4) 126.930 MHz (Note 4) 129.100 MHz (Note 1 and 4) 129.225 MHz (Note 1, 3 and 5) 132.730 MHz (Note 4) 134.775 MHz (Note 2 and 4) 135.855 MHz (Note 4)	Note 1: Scottish ACC is responsible for providing ATS between FL 245 and FL 660 within the Donegal Area. See ENR 2.2 Sect 1.8. Note 2: Copenhagen ACC is responsible for providing ATS between FL 195 and FL 660, within the North Sea High Area. See ENR 2.2 Sect 1.3. Note 3: Reykjavik ACC is responsible for providing ATS between SFC and FL 660, within the RATSU Triangle. See ENR 2.2 Sect 1.9. Note 4: Shannon ACC is responsible for providing ATS between FL 255 and FL 660, within the MOLAK Triangle. See ENR 2.2 Sect 1.9.3. Note 5: For sector dimensions associated with frequency allocation see UK AIP Supplement 017/2020.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L74						
△ TOPPA	532408.99N 0033341.01E					Eastbound route only. FIR/UIR Boundary. Continues as (U)L74 (see AIP Netherlands).
(RNAV 5)	- /171°	12.2 NM	FL 460 / FL 175		odd FL 450 / FL 190	FL 460/FL 195 Class C, FL 195/FL 175 Class A. Scottish ACC Freq: 121.325 (FL 245 and above). ATS delegated to Amsterdam ACC below FL 245.
△ LARDI	533616.09N 0033057.16E					
(RNAV 5)	- /185°	34.6 NM	FL 460 / FL 195		odd FL 450 / FL 210	Class C. Scottish ACC Freq: 121.325 (All Levels).
△ SOTUN	541035.65N 0033736.65E					
(RNAV 5)	- /185°	7.8 NM	FL 460 / FL 195		odd FL 450 / FL 210	Class C. Scottish ACC Freq: 121.325 (All Levels).
△ VENAS	541819.85N 0033908.23E					Extremity of L74.

Route Remarks:
See also ENR 1.1, paragraph 1.1.3.

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

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L89						
△ KATHY	503113.59N 0012000.23W		SAM R178 26.1 NM 64 FT			Eastbound route only. Extremity of L89.
(RNAV 5)	024°/ -	32.0 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between KATHY and 10 NM north of KATHY London ACC Freq: 127.830 (All levels). Between 10 NM north of KATHY and 15 NM south of HAZEL London ACC Freq: 127.830 (FL 125 and above); Freq: 133.180 (Below FL 125). Between 15 NM south of HAZEL and HAZEL London ACC Freq: 127.830 (FL 175 and above); Freq: 133.180 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
△ HAZEL	510019.03N 0005904.06W		SAM R077 14.0 NM 64 FT			
(RNAV 5)	008°/ -	27.2 NM	FL 245 / FL 85	odd FL 230 / FL 90		FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between HAZEL and 5 NM south of WOD London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175). Between 5 NM south of WOD and WOD London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135).
△ WOODLEY NDB (WOD)	512710.02N 0005243.68W					Extremity of L89. Intersection with M605.

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
L90						
△ DOLAS	525842.96N 0010003.43E					Extremity of L90. Intersection with L603.
(RNAV 5)	315°/135°	21.1 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 126.780 (FL 335 and above); Freq: 128.130 (Below FL 335 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ SUPEL	531340.27N 0003528.02E					
(RNAV 5)	315°/134°	25.3 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 126.780 (FL 335 and above); Freq: 128.130 (Below FL 335 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).
△ LIBSO	533129.33N 0000536.32E					
(RNAV 5)	326°/146°	12.6 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 126.780 (FL 335 and above); Freq: 128.130 (Below FL 335 to FL 285). Scottish ACC Freq: 133.800 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
△ ASMIM	532645.75N 0023910.71W		WAL R079 17.6 NM 55 FT			
(RNAV 5)	260°/080°	17.6 NM	FL 245 / FL 55	even FL 240 / FL 80	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ WALLASEY VOR/DME (WAL)	532330.97N 0030804.06W					Eastbound route only btn LIFFY and WAL. Intersection with L10, L151, M146, N862 and Y53.
(RNAV 5)	- /095°	17.1 NM	FL 245 / FL 85		odd FL 230 / FL 90	Class C. Scottish ACC Freq: 118.780 (FL 195 and above); Freq: 128.055 (Below FL 195).
△ MALUD	532448.17N 0033630.30W		WAL R275 17.1 NM 55 FT			Intersection with L15.
(RNAV 5)	- /095°	12.9 NM	FL 245 / FL 85		odd FL 230 / FL 90	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ ROLEX	532542.14N 0035803.85W					
(RNAV 5)	- /095°	13.1 NM	FL 245 / FL 125		odd FL 230 / FL 130	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ LYNAS	532633.02N 0042000.00W					
(RNAV 5)	- /095°	10.9 NM	FL 245 / FL 145		odd FL 230 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ NATKO	532711.99N 0043806.92W					
(RNAV 5)	- /095°	8.0 NM	FL 245 / FL 145		odd FL 230 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ GINIS	532738.95N 0045128.61W					
(RNAV 5)	- /094°	11.0 NM	FL 245 / FL 125		odd FL 230 / FL 130	Class C. ATS delegated to Dublin ACC Freq: 129.180.
△ IDEXA	532814N 0050951W					
(RNAV 5)	- /094°	12.1 NM	FL 245 / FL 45		odd FL 230 / FL 50	Class C. ATS delegated to Dublin ACC Freq: 129.180. Dublin ATIS Freq: 124.530.
△ LIFFY	532848.28N 0053000.00W					FIR Boundary. For continuation see AIP Ireland.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min** ↓	↑	**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
L980						
△ VEXEN	500821.98N 0014934.38W					Eastbound route only btn VEXEN and MID. Extremity of L980.
(RNAV 5)	039°/ -	9.5 NM	FL 460 / FL 105	even FL 430 / FL 260 odd FL 230 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345 to FL 225); Freq: 129.430 (Below FL 225).
△ DOMUT	501542.57N 0014008.65W		MID R220 62.1 NM 233 FT			
(RNAV 5)	039°/ -	20.2 NM	FL 460 / FL 105	even FL 430 / FL 260 odd FL 230 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345).
△ KATHY	503113.59N 0012000.23W		SAM R178 26.1 NM 64 FT			Intersection with L89.
(RNAV 5)	040°/ -	9.5 NM	FL 460 / FL 105	even FL 430 / FL 260 odd FL 230 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345).
△ ABSAV	503828.94N 0011029.05W					
(RNAV 5)	040°/ -	14.0 NM	FL 460 / FL 105	even FL 430 / FL 260 odd FL 230 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between ABSAV and 4 NM from ABSAV: London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345 to FL 125); Freq: 133.180 (Below FL 125). Between 4 NM from ABSAV and AVANT: London ACC Freq: 132.840 (FL 305 and above); Freq: 134.440 (Below FL 305 to FL 255); Freq: 127.830 (Below FL 255 to FL 125); Freq: 133.180 (Below FL 125).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ BROOKMANS PARK DME (BPK)	514459.05N 0000624.25W					
(RNAV 5)	023°/ -	15.7 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between BPK and 5 NM north of BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115). Between 5 NM north of BPK and 10 NM north of BPK: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 155); Freq: 129.280 (Below FL 155). Between 10 NM north of BPK and BKY: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 124.930 (Below FL 245 to FL 155); Freq: 129.280 (Below FL 155).
△ BARKWAY DME (BKY)	515923.17N 0000342.87E					Extremity of N16.
Route Remarks: Due to ATC operational requirements, the cruising level allocation between BIG and BPK is inappropriate to the MAG Track.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
N17						
△ DAWLY	503427.31N 0032750.23W					Eastbound route only. Extremity of N17.
(RNAV 1)	080°/ -	18.4 NM	FL 245 / FL 195	odd FL 230 / FL 210		Class C. London ACC Freq: 126.080 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ ELRIP	503744.67N 0025923.73W					
(RNAV 1)	080°/ -	18.4 NM	FL 245 / FL 195	odd FL 230 / FL 210		Class C. London ACC Freq: 126.080 (All Levels).
△ OTMET	504055.06N 0023053.37W					FRA Exit Point.
(RNAV 1)	094°/ -	18.7 NM	FL 460 / FL 195	odd FL 450 / FL 210		Class C. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ SOKDU	503939.22N 0020133.06W					
(RNAV 1)	089°/ -	18.3 NM	FL 460 / FL 175	odd FL 450 / FL 190		FL 460/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ NEDUL	503958.00N 0013251.86W		SAM R203 19.0 NM 64 FT			
(RNAV 1)	073°/ -	31.4 NM	FL 460 / FL 175	odd FL 450 / FL 190		FL 460/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).
△ TELTU	504839.92N 0004517.69W					Extremity of N17.
Route Remarks: DAWLY - OTMET CDR H24. Rest of N17 - PERM.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
N18						
△ GUBJE	520227.50N 0053242.80W					Eastbound route only. Extremity of N18. Intersection with N24.
(RNAV 5)	- /146°	6.5 NM	FL 245 / FL 155		odd FL 230 / FL 170	FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ ECCIT	520747.90N 0053843.73W					
(RNAV 5)	- /146°	6.0 NM	FL 245 / FL 155		odd FL 230 / FL 170	FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ RUKOH	521242.83N 0054417.55W					FIR Boundary. Extremity of N18.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
P70						
△ AGCAT	515128.74N 0044454.82W					Eastbound route only. Extremity of P70. Intersection with Q63.
(RNAV 1)	- /101°	18.2 NM	FL 245 / FL 155		odd FL 230 / FL 170	FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ ADHAV	515452.88N 0051348.51W					
(RNAV 1)	- /107°	31.3 NM	FL 245 / FL 155		odd FL 230 / FL 170	FL 245/FL 195 Class C, FL 195/FL 155 Class A. London ACC Freq: 129.380 (All Levels).
△ ENJEX	520321.06N 0060227.78W					FIR Boundary. Extremity of P70.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
P72						
△ ALHAD	512346.75N 0010858.16W					Eastbound route only. Extremity of P72.
(RNAV 5)	063°/ -	38.4 NM	FL 460 / FL 165	odd FL 450 / FL 170		FL 460/FL 195 Class C, FL 195/FL 165 Class A. Between ALHAD and 17 NM before IPRIL: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215). Between 17 NM before IPRIL and IPRIL: London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215).
△ IPRIL	514028.81N 0001335.35W					Intersection with M197.
(RNAV 5)	044°/ -	6.3 NM	FL 460 / FL 165	odd FL 450 / FL 170		FL 460/FL 195 Class C, FL 195/FL 165 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ BROOKMANS PARK DME (BPK)	514459.05N 0000624.25W					Extremity of P72. Intersection with UM185, N16 and Q295.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
P73						
△ GOBNU	512052.92N 0010625.12W					Eastbound route only. Extremity of P73.
(RNAV 1)	- /120°	15.7 NM	FL 245 / FL 65		odd FL 230 / FL 70	FL 245/FL 195 Class C, FL 195/FL 65 Class A. London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155).
△ REFQI	512846.15N 0012804.33W					
(RNAV 1)	- /085°	7.9 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.755 (All Levels).
△ NUCHU	512808.10N 0014035.43W					Extremity of P73.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
P83						
△ BOLRO	500000.00N 0014129.43W					Eastbound route only. FIR Boundary. Extremity of P83.
(RNAV 5)	024°/ -	34.2 NM	FL 245 / FL 125	even FL 240 / FL 200		Between BOLRO and 501437N 0013130W: Class C. Between 501437N 0013130W and KATHY: FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 127.830 (All Levels).
△ KATHY	503113.59N 0012000.23W		SAM R178 26.1 NM 64 FT			Intersection with L89 and L980.
(RNAV 5)	359°/ -	8.6 NM	FL 245 / FL 125	even FL 240 / FL 200		FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 127.830 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ ELDER	503948.10N 0012013.93W		SAM R178 17.5 NM 64 FT			
(RNAV 5)	359°/ -	17.5 NM	FL 245 / FL 125	even FL 240 / FL 200		FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 127.830 (All Levels).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Extremity of P83. Intersection with Q41.
Route Remarks: BOLRO - KATHY FL 195 and above CDR, below FL 195 unavailable for Flight Planning but may be used tactically by ATC. Rest of P83 - PERM. Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
P86						
△ SAWPE	513504.67N 0013916.42W					FRA Entry Point. Westbound route only. Extremity of P86. Intersection with Q63.
(RNAV 5)	- /261°	9.8 NM	FL 460 / FL 85		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265).
△ DIDZA	513627.71N 0012343.46W					Intersection with L9 and N14.
(RNAV 5)	- /225°	20.5 NM	FL 460 / FL 85		even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 133.080 (Below FL 215 to FL 165); Freq: 119.780 (Below FL 165).
△ SILVA	515051.34N 0010019.40W					Extremity of P86.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
P87						
△ BOLRO	500000.00N 0014129.43W					Eastbound route only. FIR Boundary. Extremity of P87.
(RNAV 1)	017°/ -	16.7 NM	FL 245 / FL 125	even FL 240 / FL 200		Between BOLRO and 501101N 0013609W: Class C. Between 501101N 0013609W and ROXOG: FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 127.830 (All Levels).
△ ROXOG	501558.29N 0013344.41W					Extremity of P87. Intersection with L982.
Route Remarks: FL 195 and above CDR, below FL195 unavailable for Flight Planning but may be used tactically by ATC. Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
P88						
△ ODREP	500000.00N 0013007.46W					Eastbound route only. FIR Boundary. Extremity of P88.
(RNAV 1)	017°/ -	15.8 NM	FL 245 / FL 125	even FL 240 / FL 200		Class C. London ACC Freq: 127.830 (All Levels).
△ GOKTU	501504.87N 0012244.57W					
(RNAV 1)	017°/ -	15.8 NM	FL 245 / FL 125	even FL 240 / FL 200		Between GOKTU and 502510N 0011746W: Class C. Between 502510N 0011746W and VASUX: FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 127.830 (All Levels).
△ VASUX	503009.23N 0011516.99W					Extremity of P88.
Route Remarks: FL 195 and above CDR, below FL195 unavailable for Flight Planning but may be used tactically by ATC. Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track. See also ENR 1.1, paragraph 1.1.3.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ MALUD	532448.17N 0033630.30W		WAL R275 17.1 NM 55 FT			
(RNAV 1)	- /128°	22.0 NM	FL 460 / FL 145		odd FL 450 / FL 150	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ GIGTO	533801.06N 0040550.62W					Intersection with (U)Q4.
(RNAV 1)	- /128°	18.3 NM	FL 285 / FL 145		odd FL 270 / FL 150	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ SOSIM	534855.75N 0043030.46W					Intersection with (U)L28. FRA Exit Point.
(RNAV 1)	- /128°	16.1 NM	FL 255 / FL 145		odd FL 250 / FL 150	FL 255/FL 195 Class C, FL 195/FL 145 Class D. Scottish ACC Freq: 133.050 (All Levels).
△ MAKUX	535829.90N 0045227.89W					
(RNAV 1)	- /128°	22.0 NM	FL 255 / FL 145		odd FL 250 / FL 150	Between MAKUX and 540305N 0050307W: Class C (All Levels). Between 540305N 0050307W and VAKPO: FL 255/FL 195 Class C, FL 195/FL 145 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ VAKPO	541125.09N 0052239.23W					
(RNAV 1)	- /128°	8.3 NM	FL 255 / FL 85		odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 85 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ PEPOD	541616.31N 0053409.26W					Extremity of Q38.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
Q39						
△ NOMSU	532806.04N 0032603.79W					Eastbound route only. Extremity of Q39. Intersection with Q4.
(RNAV 1)	- /126°	22.5 NM	FL 460 / FL 85		odd FL 450 / FL 90	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ DANDI	534103.71N 0035658.08W					Intersection with (U)L28.
(RNAV 1)	- /126°	19.7 NM	FL 460 / FL 85		odd FL 450 / FL 90	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 135.580 (Below FL 335 to FL 285). Scottish ACC Freq: 133.050 (Below FL 285).
△ INKOB	535216.19N 0042414.43W					FRA Exit Point.
(RNAV 1)	- /126°	8.4 NM	FL 255 / FL 85		odd FL 250 / FL 90	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ TIMIS	535700.98N 0043556.41W					
(RNAV 1)	- /131°	8.8 NM	FL 255 / FL 85		odd FL 250 / FL 90	Class C. Scottish ACC Freq: 133.050 (All Levels).
△ ETIGA	540239.17N 0044726.67W					
(RNAV 1)	- /131°	22.1 NM	FL 255 / FL 85		odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 85 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ BABGU	541639.33N 0051625.07W					
(RNAV 1)	- /127°	12.7 NM	FL 255 / FL 85		odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 85 Class D. Scottish ACC Freq: 129.100 (FL 255 and above); Freq: 123.775 (Below FL 255).
△ RINGA	542354.44N 0053415.66W					Extremity of Q39.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
Q41						
△ ORTAC	495957.02N 0020018.02W		GUR R035 41.0 NM 343 FT			FIR Boundary. For continuation see AIP France.
(RNAV 5)	023°/204°	32.7 NM	FL 135 / FL 55	odd FL 130 / FL 70	even FL 120 / FL 60	Class A. London ACC Freq: 129.430 (All Levels).
△ THRED	502955.11N 0013950.03W		SAM R203 30.0 NM 64 FT			Intersection with Z171.
(RNAV 5)	024°/204°	11.0 NM	FL 125 / FL 55	odd FL 110 / FL 70	even FL 120 / FL 60	Class A. London ACC Freq: 129.430 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ NEDUL	503958.00N 0013251.86W		SAM R203 19.0 NM 64 FT			Intersection with Z171.
(RNAV 5)	024°/204°	19.0 NM	FL 125 / FL 55	odd FL 110 / FL 70	even FL 120 / FL 60	Class A. Between NEDUL and 11 NM from NEDUL: London ACC Freq: 129.430 (All Levels). Between 11 NM from NEDUL and SAM: London ACC Freq: 129.080 (FL 105 and above); Freq: 134.125 (Below FL 105).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Intersection with Z171.
(RNAV 5)	015°/195°	15.0 NM	FL 460 / FL 85	odd FL 450 / FL 90	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 129.430 (All Levels).
△ PEPIS	511147.95N 0011437.22W		SAM R014 15.0 NM 64 FT			
(RNAV 5)	015°/195°	10.4 NM	FL 460 / FL 85	odd FL 450 / FL 90	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155).
△ TABEN	512149.05N 0011022.46W					
(RNAV 5)	015°/195°	7.2 NM	FL 460 / FL 85	odd FL 450 / FL 90	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between TABEN and 5 NM north of TABEN: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 105); Freq: 134.125 (Below FL 105). Between 5 NM north of TABEN and NORRY: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ NORRY	512847.11N 0010724.13W					
(RNAV 5)	015°/195°	8.5 NM	FL 460 / FL 85	odd FL 450 / FL 90	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. Between NORRY and 5 NM south of COWLY: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 129.080 (Below FL 155 to FL 135); Freq: 134.125 (Below FL 135). Between 5 NM south of COWLY and COWLY: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215).
△ COWLY	513657.58N 0010353.72W					
(RNAV 5)	009°/189°	14.1 NM	FL 460 / FL 85	odd FL 450 / FL 90	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 121.030 (Below FL 215).
△ SILVA	515051.34N 0010019.40W					Extremity of Q41. Intersection with M605.
Route Remarks: See also ENR 1.1, paragraph 1.1.3.						

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
Q60						
△ KOPUL	513231.76N 0010813.84E		DET R053 24.8 NM 645 FT			Westbound route only. Extremity of Q60.
(RNAV 5)	275°/ -	47.2 NM	FL 460 / FL 315	even FL 430 / FL 320		Class C. Between KOPUL and 13 NM from KOPUL: London ACC Freq: 128.160 (All Levels). Between 13 NM from KOPUL and UGBET: London ACC Freq: 127.430 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ GASKO	541328.97N 0015721.30W		POL R010 29.4 NM 1438 FT			Intersection with UY250.
(RNAV 5)	011°/191°	11.7 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. London ACC Freq: 132.860 (FL 335 and above); Freq: 133.705 (Below FL 335 to FL 285); Scottish ACC Freq: 133.800 (Below FL 285).
△ UVAVU	542500.07N 0015345.95W					
(RNAV 5)	011°/191°	8.0 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Scottish ACC Freq: 126.930 (FL 285 and above); Freq: 133.800 (Below FL 285).
△ TILNI	543251.41N 0015117.89W		POL R010 49.1 NM 1438 FT			
(RNAV 5)	011°/191°	10.0 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Scottish ACC Freq: 126.930 (FL 255 and above); Freq: 124.500 (Below FL 255).
△ GIRLI	544240.51N 0014811.49W					
(RNAV 5)	011°/191°	12.1 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Scottish ACC Freq: 126.930 (FL 255 and above); Freq: 124.500 (Below FL 255).
△ UNTAL	545435.20N 0014423.27W					Intersection with N110.
(RNAV 5)	011°/191°	7.9 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Scottish ACC freq: 126.930 (FL255 and above); Freq: 124.500 (Below FL255).
△ NATEB	550218.41N 0014154.13W					Intersection with L602 and P15.
(RNAV 5)	011°/191°	4.7 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Scottish ACC Freq: 126.930 (FL 255 and above); Freq: 124.500 (Below FL 255).
△ ELMUD	550656N 0014024W					
(RNAV 5)	011°/191°	20.3 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Scottish ACC Freq: 126.930 (FL 255 and above); Freq: 124.500 (Below FL 255).
△ ALASO	552650.23N 0013353.69W					FRA Entry/Exit Point. Extremity of UP18.

Route Remarks:
NATEB - ALASO CDR H24.
Rest of UP18 - PERM.

Due to operational requirements, cruising levels are inappropriate to the MAG TR btn POL and ALASO.

Btn POL and ALASO only avbl for EGPD arrivals when UK Flight Information Services below FL 245 are avbl on request from Swanwick Military or during hours of availability of P18.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
UP59						
△ RENEQ	541424.84N 0041759.87E					UIR Boundary. Extremity of UP59.
(RNAV 5)	317°/137°	57.3 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Scottish ACC Freq: 121.325 (All Levels).
△ ASKAM	545747.34N 0031349.91E					Intersection with L7.
(RNAV 5)	294°/114°	16.6 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Scottish ACC Freq: 121.325 (All Levels).
△ NOBDO	550453.28N 0024747.63E					Intersection with N44.
(RNAV 5)	294°/113°	47.3 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Scottish ACC Freq:121.325 (All Levels).
△ OTLAB	552436.05N 0013245.59E					FRA Entry/Exit Point. Extremity of UP59.
Route Remarks: RENEQ - ASKAM / NOBDO - OTLAB CDR H24. Rest of UP59 - PERM.						

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	**↑**	
UP83						
△ BOLRO	500000.00N 0014129.43W					Eastbound route only. UIR Boundary. Extremity of UP83.
(RNAV 5)	024°/ -	34.2 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 127.830 (All Levels).
△ KATHY	503113.59N 0012000.23W		SAM R178 26.1 NM 64 FT			Intersection with L980.
(RNAV 5)	359°/ -	8.6 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 127.830 (All Levels).
△ ELDER	503948.10N 0012013.93W		SAM R178 17.5 NM 64 FT			
(RNAV 5)	359°/ -	17.5 NM	FL 460 / FL 245	even FL 430 / FL 260		Class C. London ACC Freq: 127.830 (All Levels).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Extremity of UP83. Intersection with Q41.
Route Remarks: BOLRO - KATHY CDR H24. Rest of UP83 - PERM. Due to ATC operational requirements, the cruising level allocation is inappropriate to the MAG Track.						

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
Y96						
△ RENEQ	541424.84N 0041759.87E					UIR Boundary. Extremity of Y96.
(RNAV 5)	283°/101°	214.5 NM	FL 460 / FL 245	even FL 430 / FL 260	odd FL 450 / FL 250	Class C. Between NATEB and abm BAVDO: Scottish ACC Freq: 126.930 (All Levels). Between abm BAVDO and RENEQ: Scottish ACC Freq: 121.325 (All Levels).
△ NATEB	550218.41N 0014154.13W					Intersection with M981, N97, N601, P15, P18.
(RNAV 5)	301°/121°	10.0 NM	FL 460 / FL 195	even FL 430 / FL 200	odd FL 450 / FL 210	Class C. Scottish ACC Freq: 126.930 (FL 255 and above); Freq: 124.500 (Below FL 255).
△ AGPED	550718.90N 0015657.15W					Intersection with N110.
(RNAV 5)	301°/120°	19.2 NM	FL 460 / FL 195	even FL 430 / FL 200	odd FL 450 / FL 210	Class C. Scottish ACC Freq: 135.855 (FL 255 and above); Freq: 124.500 (Below FL 255).
△ OTBUN	551650.10N 0022600.00W					
(RNAV 5)	300°/120°	10.0 NM	FL 460 / FL 155	even FL 430 / FL 160	odd FL 450 / FL 170	FL 460/FL 195 Class C, FL 195/FL 155 Class A. Scottish ACC Freq: 135.855 (FL 255 and above); Freq: 124.500 (Below FL 255).
△ IPSAD	552145N 0024114W					
(RNAV 5)	300°/120°	12.1 NM	FL 460 / FL 115	even FL 430 / FL 120	odd FL 450 / FL 130	FL 460/FL 195 Class C, FL 195/FL 115 Class A. Scottish ACC Freq: 135.855 (FL 255 and above); Freq: 124.500 (Below FL 255).
△ HAVEN	552740.00N 0025946.67W		TLA R101 12.4 NM 2773 FT			FRA Entry Point.
(RNAV 5)	282°/102°	12.4 NM	FL 460 / FL 95	even FL 430 / FL 100	odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 95 Class D. Scottish ACC Freq: 135.855 (FL 255 and above); Freq: 124.500 (Below FL 255).
△ TALLA VOR/DME (TLA)	552956.84N 0032110.09W					FRA Entry/Exit Point. Eastbound route only btn NORBO and TLA. Intersection with N601 and N864.
(RNAV 5)	- /098°	48.4 NM	FL 255 / 6000 FT ALT		odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 135.855 (FL 255 and above); Freq: 124.825 (Below FL 255).
△ NORBO	553545.36N 0044543.46W		TRN R004 17.0 NM 586 FT			Extremity of Y96.

Route Remarks:
AGPED - IPSAD may not be available due to activity within either EGD512A or EGD512B (Otterburn Danger Areas).

RENEQ - NATEB CDR H24

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
Y110						
△ ORIST	500000N 0015042W					Eastbound route only. FIR/UIR Boundary. Continues as UY110 (see AIP France).
(RNAV 5)	005°/ -	8.4 NM	FL 460 / FL 125	even FL 430 / FL 200 odd FL 190 / FL 130		FL 460/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345 to FL 225); Freq: 129.430 (Below FL 225).
△ VEXEN	500821.98N 0014934.38W					Intersection with L980.
(RNAV 5)	016°/ -	22.5 NM	FL 460 / FL 105	odd FL 150 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between VEXEN and 5 NM from VEXEN: London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345 to FL 225); Freq: 129.430 (Below FL 225). Between 5 NM from VEXEN and THRED: London ACC Freq: 129.430 (All Levels).
△ THRED	502955.11N 0013950.03W		SAM R203 30.0 NM 64 FT			Extremity of Y110. Intersection with Q41 and Z171.

Route Remarks:
CDR FL 225 and above H24.
Below FL 225 - PERM.

Due to ATC operational requirements, the cruising level allocation above FL 195 between ORIST and VEXEN is inappropriate to the MAG Track.

See also ENR 1.1, paragraph 1.1.3.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
Y124						
△ LISTO	530835.93N 0021156.54W		POL R185 36.2 NM 1438 FT			Eastbound route only. Available for jet traffic only. Extremity of Y124.
(RNAV 5)	- /096°	15.9 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. Scottish ACC Freq: 118.780 (All Levels).
△ MOGTA	531008N 0023810W					Intersection with Y53.
(RNAV 5)	- /095°	20.1 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. Scottish ACC Freq: 118.780 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
Y911						
△ BOYNE	534601.59N 0053000.00W					FIR Boundary. Extremity of Y911.
(RNAV 5)	057°/237°	22.2 NM	FL 195 / FL 75	odd FL 190 / FL 90	even FL 180 / FL 80	Between BOYNE and 3.5 NM east of BOYNE: Class C (All Levels). Between 3.5 NM east of BOYNE and 19 NM east of BOYNE: Class E and TMZ (All Levels) - see Note 1. Between 19 NM east of BOYNE and NOCAD: FL 195/FL 145 Class C, FL 145/FL 105 Class E and TMZ - see Note 1, FL 105/FL 75 Class D - see Note 2. Scottish ACC Freq: 123.775 (All Levels).
△ NOCAD	535836.63N 0045913.06W		IOM R236 9.6 NM 567 FT			
(RNAV 5)	057°/237°	9.6 NM	FL 195 / FL 75	odd FL 190 / FL 90	even FL 180 / FL 80	Between NOCAD and 540100N 0045317W: FL 195/FL 145 Class C, FL 145/FL 105 Class E and TMZ - see Note 1. Between 540100N 0045317W and IOM: FL 195/FL 75 Class D. Scottish ACC Freq: 123.775 (All Levels).
△ ISLE OF MAN VOR/DME (IOM)	540401.12N 0044548.50W					Extremity of Y911.

Route Remarks:
See also ENR 1.1, pargraph 1.1.3.
Note 1: Transponder carriage and operation required.
Note 2: Class D airspace during the published times of the Isle of Man CTR. Outside Isle of Man CTR hours airspace reverts to Class E and TMZ.

Route Designator	Route Usage Notes					
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
Y958						
△ BRUCE	561411.05N 0055028.09W					Extremity of Y958. Intersection with L602.
(RNAV 5)	329°/149°	37.8 NM	FL 255 / FL 115	even FL 240 / FL 120	odd FL 250 / FL 130	FL 255/FL 195 Class C, FL 195/FL 115 Class E and TMZ. (See Note) Scottish ACC Freq: 127.275 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
△ TOBMO	564538.16N 0062810.51W					Extremity of Y958.
Route Remarks: For use by traffic climbing to or descending from the Shanwick OCA Boundary. The portion of Y958 below FL 195 is Class E and TMZ and extends 5 NM either side of the centre-line. Note: Transponder carriage and operation required within that part of Y958 notified as Class E and TMZ.						

Route Designator	Route Usage Notes					
Significant Point Name	**Significant Point Coordinates**		**Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna**			**Remarks**
(RNP/RNAV Type & Accuracy)	**MAG Track ↓ / ↑**	**Geodesic Distance**	**Upper limit / Lower limit**	**IFR cruising levels max/min**		**Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations**
				↓	↑	
Z171						
△ LELNA	495856.80N 0020623.42W					Westbound route only between THRED and LELNA. FIR Boundary. Extremity of Z171.
(RNAV 1)	- /209°	35.4 NM	FL 245 / FL 105		odd FL 230 / FL 210 even FL 200 / FL 120	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 129.430 (All Levels).
△ THRED	502955.11N 0013950.03W		SAM R203 30.0 NM 64 FT			Intersection with Q41.
(RNAV 1)	024°/204°	11.0 NM	FL 245 / FL 125	odd FL 230 / FL 130	even FL 220 / FL 140	FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 129.430 (All Levels).
△ NEDUL	503958.00N 0013251.86W		SAM R203 19.0 NM 64 FT			Intersection with Q41.
(RNAV 1)	024°/204°	19.0 NM	FL 245 / FL 125	odd FL 230 / FL 130	even FL 220 / FL 140	FL 245/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 129.430 (All Levels).
△ SOUTHAMPTON DME (SAM)	505718.90N 0012042.20W					Extremity of Z171. Intersection with Q41.
Route Remarks: Due to Brest ACC operational requirements, the cruising level allocation between THRED and LELNA above FL 200 is inappropriate to the MAG Track. See also ENR 1.1, paragraph 1.1.3.						

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 0.95°W (2022) 0.37°W (2021)	ADN	114.300 MHz 90X	H24 Hours of operation for aerodrome purposes: HO	571837.62N 0021602.09W	610 FT	IAD	FRA (A): EGPC, EGPE, EGPN, EGPT, EGQL, EGPF, EGPH, EGPG, EGPK FRA (D): 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 0.55°E (2022)	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 2.16°W (2022) 2.40°W (2019)	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 R227-347). There may be VOR bearing fluctuations in Sectors R060-110 and R140-180.
BENBECULA DME 3.17°W (2022)	BEN	86Y 113.950 MHz	H24 Hours of operation for aerodrome purposes: Refer to EGPL AD 2.3 Operational hours.	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 0.52°W (2022) 0.40°W (2020)	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 R210-015). Due to terrain effects significant bearing errors may occur below 3000 FT in Sector R010-025 at ranges between 14 NM and 19 NM.
BIGGIN DME 0.59°E (2022)	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 R285-045 and 100 NM/50,000 FT in Sector R045-135). Due to terrain, coverage at low level is reduced in Sector R115-220. In addition DME unlocks may occur in Sector R005-040 at ranges up to 25 NM. ENR Purpose: 511951N 0000205E
BOVINGDON DME 0.36°E (2022)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT		No associated En-route VOR. DME DOC: 60 NM/50,000 FT.
BRECON DME 0.59°W (2022)	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).

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.
BROOKMANS PARK DME 0.51°E (2022)	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 R285-000).
CLACTON VOR/DME 0.93°E (2022) 1.30°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 0.15°E (2022) 0.40°E (2021)	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 R225-045 and 130 NM/ 50,000 FT in Sector R045-135).
DAVENTRY DME 0.12°E (2022)	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 R285-345).
DEAN CROSS DME 1.02°W (2022)	DCS	99X 115.200 MHz	H24	544318.88N 0032026.30W	732 FT		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 0.78°E (2022)	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 1.04°E (2022)	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 R013-073).
DUNDONALD DME 1.65°W (2022)	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 0.07°E (2022)	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 1.63°W (2022)	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 0.37°E (2022)	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 0.66°W (2022)	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 1.27°W (2022)	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 0.28°E (2022)	HEN	433.500 kHz	H24	514535.07N 0004725.05W			No associated En-route navigational dependency. Range 30 NM.
HONILEY VOR/DME 0.09°W (2022) 0.60°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).

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.
ISLE OF MAN VOR/DME 1.48°W (2022) 0.80°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/50,000 FT in Sector R271-211).
JERSEY VOR/DME 0.09°E (2022) 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 0.61°E (2022)	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 1.25°W (2022) 1.00°W (2020)	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 0.41°E (2022)	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 R224-314). DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
LYDD DME 0.90°E (2022)	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 2.05°W (2022)	MAC	107X 116.000 MHz	H24	552548.08N 0053901.49W	122 FT	IAD	FRA (A): EGAA, EGAC, EGEO, EGPF, EGPG, EGPH, EGPU, EIDL FRA (D): EGAA, EGAC, EGEO, 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.
MANCHESTER DME 0.42°W (2022)	MCT	82Y 113.550 MHz	H24 Hours of operation for aerodrome purposes: HO	532125.29N 0021544.24W	280 FT		On Manchester AD. No associated En-route VOR. DME DOC: 90 NM/50,000 FT.
MAYFIELD DME 0.65°E (2022)	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.
MIDHURST DME 0.40°E (2022)	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 R240-000).
NEWCASTLE DME 0.42°W (2022)	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

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.
OCKHAM DME 0.43°E (2022)	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 0.33°E (2022) 0.10°E (2019)	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 R015-075 and 150 NM/60,000 FT in Sector R075-135).
PERTH VOR 1.28°W (2022) 0.50°W (2023)	PTH	110.400 MHz	H24	562632.63N 0032206.96W		IAD	FRA (A): EGEO FRA (D): EGPD, EGPK, EGEO No associated En-route navigational dependency. No associated DME. Any DME indications should be ignored.
POLE HILL VOR/DME 0.41°W (2022) 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 0.73°W (2022) 0.20°W (2022)	SAB	112.500 MHz 72X	H24	555427.04N 0021222.81W	760 FT	IA	FRA (A): EGPF 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 0.67°E (2022) 1.00°E (2021)	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 R254-299).
SOUTHAMPTON DME 0.16°E (2022)	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 2.79°W (2022) 2.20°W (2022)	STN	115.100 MHz 98X	H24	581225.02N 0061058.97W	299 FT	IAD	FRA (A): EGPE, EGPL, EGPU, EGEO, EGQS FRA (D): EGPE, EGPL, EGPU, EGEO 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
STRUMBLE VOR/DME 1.28°W (2022) 0.70°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 0.87°W (2022) 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.

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.**
TALLA VOR/DME 1.13°W (2022) 0.90°W (2021)	TLA	113.800 MHz 85X	H24	552956.84N 0032110.09W	2773 FT	EXAD	FRA (X): ODD FL FRA (A): EGNT, EGNV FRA (D): EGNT, EGNV VOR/DME DOC: 100 NM/50,000 FT (120 NM/50,000 FT in Sector R316-016).
TIREE VOR/DME 2.76°W (2022) 1.70°W (2024)	TIR	117.700 MHz 124X	H24	562935.57N 0065232.12W	55 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 0.17°W (2022)	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 1.68°W (2022)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	IAD	FRA (A): EGAA, EGAC, EGAE, EGNS, EGPN, EGPT, EGQL FRA (D): EGAA, EGAC, EGAE, EGNS, EGPH 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.
WALLASEY VOR/DME 0.75°W (2022) 0.20°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 1.47°W (2022) 0.80°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 0.33°E (2024)	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 0.27°E (2022)	WOD	352.000 kHz	H24	512710.02N 0005243.68W			No associated En-route navigational dependency. Range 25 NM.

INTENTIONALLY BLANK

ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

Name IDENT Coordinates	Type and intensity (1 000 Candelas)	Characteristics	Operating hours	Remarks
1	2	3	4	5
ANDREWSFIELD 515345.00N 0002706.00E	Identification Beacon	Flashing Green 'AF'.		
BLACKBUSHE 511921.72N 0005021.78W	Aerodrome Beacon	Flashing White.		
CAMBRIDGE 521220.6706N 0001057.6733E	Aerodrome Beacon	Flashing Green 'CI'. 500 M east north east of the ARP.		
CUMBERNAULD 555828N 0035817W	Aerodrome Beacon	Flashing White. Top of Visual Control Room.	Activated upon request.	
DENHAM 513511.54N 0003044.82W	Identification Beacon	Flashing Green 'DN'.		
EDAY 591132.41N 0024606.19W	Aerodrome Beacon	Flashing White.	On request.	
ELSTREE	Identification Beacon	Flashing Green 'EL'		
FAIROAKS 512101.0498N 0003347.6419W	Aerodrome Beacon	Flashing White.		
FENLAND 524430.93N 0000143.68W	Aerodrome Beacon	Flashing Green 'FE'.		
GLOUCESTERSHIRE 515331.8859N 0021004.4351W	Identification Beacon	Flashing Green 'GO'. Approx. 270 M south of midpoint Runway 09/27.	As required during AD hours.	
HAVERFORDWEST 514957.1115N 0045751.7436W	Identification Beacon	Flashing Green 'HW'.		
KEMBLE 514011.31N 0020326.56W	Aerodrome Beacon	Flashes during published hours.	When aerodrome is open.	
LAND'S END 500608.9232N 0054005.3835W	Aerodrome Beacon	Flashing White.		
LASHENDEN/HEADCORN 510917.10N 0003841.90E	Identification Beacon	Flashing Green. Beacon at centre of east end of the blister hangar.		
LONDONDERRY/EGLINTON 550223.3898N 0070921.1604W	Aerodrome Beacon	White Strobe on Control Tower.	During operational hours at night.	
LYDD 505715.76N 0005602.99E	Aerodrome Beacon	Flashing White - On terminal roof.		
NORTHAMPTON/SYWELL 521807.45N 0004726.66W	Aerodrome Beacon	Flashing Green 'NN' IBN on top of the Tower.		
NOTTINGHAM	Identification Beacon	Flashing Green 'NT'		
PETERBOROUGH/CONINGTON 522807.00N 0001435.00W	Identification Beacon	Flashing Green 'PB'.		
REDHILL 511301N 0000837W	Aerodrome Beacon	Flashing White/Green	HN	
ROCHESTER	Aerodrome Beacon	Flashing White.		
SCILLY ISLES/ST MARY'S 495451.3634N 0061741.4543W	Identification Beacon	Flashing Green 'SC' - VCR roof.		
SHOBDON 521436.97N 0025251.70W	Aerodrome Beacon	Flashing White.		
SHOREHAM 505009.69N 0001736.44W	Aerodrome Beacon	Flashing Green 'SH'.		
SOUTHAMPTON 505708.1668N 0012134.1758W	Aerodrome Beacon	Flashing White/Green.	HN during aerodrome operating hours.	
TIREE 562953.9202N 0065243.1365W	Aerodrome Beacon	Flashing White		
WARTON 534421.91N 0025250.18W	Identification Beacon	Flashing Green 'WQ'	H24	
WELLESBOURNE MOUNTFORD 521127.50N 0013706.00W	Aerodrome Beacon	Flashing White.		
WOLVERHAMPTON/ HALFPENNY GREEN 523055.92N 0021548.99W	Identification Beacon	Flashing Green 'WBA'		

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

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

ENR 5 NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

Airspace Restrictions - Manned and Unmanned Aircraft Systems (UAS)

Unless otherwise stated either in the remarks section or associated SI the Navigational restrictions listed below with an identification which starts with "EGD", "EGP" or "EGR" are applicable to **both** manned **and** unmanned aircraft systems. Restrictions listed below with an identification which starts with "EGRU" are applicable to **Unmanned Aircraft Systems only**.

Unmanned Aircraft Systems (UAS) - Data File

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

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
Danger Area		
EGD001 TREVOSE HEAD 501918N 0053042W - 502400N 0053900W - 503200N 0053400W - 503930N 0052400W - 504300N 0051230W - 503830N 0050430W - 501918N 0053042W	Upper limit: 1000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUACS: Culdrose APP on 134.055 when open; at other times SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552415. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD003 PLYMOUTH 501001N 0034740W - 500339N 0033430W - 494105N 0034912W - 493719N 0040938W - 501001N 0034740W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD003Z1 PLYMOUTH FBZ 501038N 0034857W - 501055N 0034824W - 501102N 0034743W - 501057N 0034701W - 500414N 0033308W - 500335N 0033252W - 494125N 0034719W - 493658N 0041132W - 501038N 0034857W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD003Z5 PLYMOUTH FBZ 501304N 0035405W - 501433N 0035123W - 501508N 0034756W - 501442N 0034425W - 500636N 0032741W - 500317N 0032619W - 494248N 0033944W - 493556N 0041705W - 493758N 0041735W - 501304N 0035405W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD004 PLYMOUTH 500339N 0033430W - 500103N 0032910W - 494653N 0031655W - 494105N 0034912W - 500339N 0033430W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD004Z1 PLYMOUTH FBZ 500415N 0033547W - 500433N 0033515W - 500440N 0033433W - 500435N 0033351W - 500143N 0032758W - 494709N 0031523W - 494044N 0035106W - 500415N 0033547W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD004Z5 PLYMOUTH FBZ 500639N 0034057W - 500811N 0033815W - 500846N 0033446W - 500820N 0033115W - 500424N 0032311W - 494814N 0030915W - 493943N 0035639W - 494141N 0035710W - 500639N 0034057W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD005A PREDANNACK A circle, 3 NM radius, centred at 500007N 0051354W	Upper limit: 8000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS: Culdrose APP on 134.055 when open; at other times SUAAIS: Swanwick Mil via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD005B PREDANNACK CORRIDOR 500208N 0051722W - 495818N 0052242W - 495124N 0051200W - 495629N 0050728W - 495809N 0051024W thence clockwise by the arc of a circle radius 3 NM centred on 500007N 0051354W to 500208N 0051722W	Upper limit: 8000 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS: Culdrose APP on 134.055 when open; at other times SUAAIS: Swanwick Mil via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD006A FALMOUTH BAY 501244N 0044659W - 500726N 0044228W - 500000N 0045430W - 500924N 0045430W - 501244N 0044659W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD006AZ1 FALMOUTH BAY FBZ 501341N 0044736W - 501345N 0044657W - 501339N 0044618W - 501324N 0044547W - 500737N 0044051W - 500657N 0044101W - 495904N 0045346W - 495858N 0045441W - 495912N 0045532W - 495942N 0045603W - 500939N 0045603W - 501005N 0045542W - 501341N 0044736W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD006AZ5 FALMOUTH BAY FBZ 501727N 0045003W - 501750N 0044648W - 501721N 0044334W - 501604N 0044057W - 500820N 0043423W - 500500N 0043512W - 495521N 0045049W - 495449N 0045523W - 495559N 0045940W - 495830N 0050215W - 501038N 0050217W - 501248N 0050030W - 501727N 0045003W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD006B FALMOUTH BAY 495907N 0050506W - 500500N 0045948W - 500924N 0045430W - 500000N 0045430W - 495646N 0045634W - 495907N 0050506W	Upper limit: 8000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD006C FALMOUTH BAY 495907N 0050506W - 495124N 0051200W - 495124N 0050000W - 495646N 0045634W - 495907N 0050506W	Upper limit: 8000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Culdrose Operations, Tel: 01326-552201. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD007A FOWEY 501801N 0043643W - 501820N 0043152W - 501857N 0042738W - 501550N 0042458W - 500922N 0044407W - 501202N 0044623W - 501801N 0043643W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD007AZ1 FOWEY FBZ 501859N 0043725W - 501919N 0043207W - 502000N 0042728W - 501943N 0042631W - 501608N 0042327W - 501544N 0042323W - 501521N 0042334W - 501502N 0042358W - 500818N 0044357W - 500832N 0044511W - 501151N 0044800W - 501231N 0044751W - 501859N 0043725W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD007AZ5 FOWEY FBZ 502249N 0044012W - 502316N 0043308W - 502411N 0042649W - 502249N 0042203W - 501721N 0041722W - 501521N 0041703W - 501325N 0041758W - 501152N 0041958W - 500400N 0044318W - 500510N 0044924W - 501107N 0045428W - 501427N 0045341W - 502249N 0044012W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD007B FOWEY 501550N 0042458W - 501342N 0042309W - 500726N 0044228W - 500922N 0044407W - 501550N 0042458W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD007BZ1 FOWEY FBZ 501654N 0042507W - 501640N 0042354W - 501348N 0042128W - 501300N 0042152W - 500622N 0044219W - 500636N 0044332W - 500915N 0044548W - 501003N 0044525W - 501654N 0042507W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD007BZ5 FOWEY FBZ 502112N 0042545W - 502001N 0041939W - 501414N 0041444W - 501011N 0041643W - 500204N 0044145W - 500315N 0044746W - 500848N 0045230W - 501248N 0045038W - 502112N 0042545W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD007C FOWEY INNER 501733N 0044334W - 501801N 0043643W - 501202N 0044623W - 501244N 0044659W - 501414N 0044441W - 501647N 0044447W - 501733N 0044334W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards.. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD008A PLYMOUTH 495654N 0045629W - 493715N 0041003W - 492745N 0050000W - 495124N 0050000W - 495654N 0045629W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD008AZ1 PLYMOUTH FBZ 495729N 0045747W - 495747N 0045716W - 495755N 0045637W - 495752N 0045556W - 493736N 0040805W - 492727N 0050132W - 495136N 0050133W - 495729N 0045747W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD008AZ5 PLYMOUTH FBZ 500120N 0050026W - 500200N 0045709W - 500142N 0045343W - 494036N 0040355W - 493838N 0040235W - 492616N 0050740W - 495223N 0050744W - 495950N 0050259W - 500120N 0050026W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD008B PLYMOUTH 494740N 0043430W - 494438N 0040446W - 493719N 0040938W - 493715N 0041003W - 494740N 0043430W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD008BZ1 PLYMOUTH FBZ 494821N 0043545W - 494842N 0043448W - 494535N 0040410W - 494519N 0040335W - 494455N 0040315W - 494427N 0040313W - 493740N 0040743W - 493653N 0041159W - 494701N 0043548W - 494742N 0043608W - 494821N 0043545W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD008BZ5 PLYMOUTH FBZ 495106N 0044044W - 495252N 0043601W - 494923N 0040147W - 494803N 0035852W - 494601N 0035709W - 494342N 0035659W - 493905N 0040005W - 493526N 0041946W - 494427N 0044100W - 494748N 0044241W - 495106N 0044044W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD008C PLYMOUTH 501140N 0042931W thence anti-clockwise by the arc of a circle radius 16.5 NM centred on 501904N 0040633W to 500623N 0035008W - 494438N 0040446W - 494740N 0043430W - 495654N 0045629W - 500000N 0045430W - 500726N 0044228W - 501140N 0042931W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD008CZ1 PLYMOUTH FBZ 501217N 0042816W thence anti-clockwise by the arc of a circle radius 15.5 NM centred on 501904N 0040633W to 500724N 0035041W - 500722N 0034942W - 500714N 0034914W - 500651N 0034841W - 500615N 0034831W - 494355N 0040334W - 494336N 0040429W - 494643N 0043504W - 495615N 0045748W - 495657N 0045808W - 500034N 0045549W - 500815N 0044323W - 501239N 0042957W - 501241N 0042919W - 501233N 0042843W - 501217N 0042816W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD008CZ5 PLYMOUTH FBZ 501638N 0043128W - 501641N 0042758W - 501550N 0042459W - 501434N 0042303W thence anti-clockwise by the arc of a circle radius 11.5 NM centred on 501904N 0040633W to 501128N 0035306W - 501120N 0034812W - 501032N 0034531W - 500842N 0034252W - 500545N 0034205W - 494104N 0035845W - 493926N 0040323W - 494254N 0043719W - 495341N 0050302W - 495708N 0050442W - 500252N 0050103W - 501133N 0044701W - 501638N 0043128W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD009A WEMBURY 501904N 0040633W - 501001N 0034740W - 500623N 0035008W thence clockwise by the arc of a circle radius 16.5 NM centred on 501904N 0040633W to 501140N 0042931W - 501904N 0040633W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC – Manageable. Vertical Limit 22,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD009AZ1 WEMBURY FBZ 501136N 0043112W - 501222N 0043047W - 502005N 0040651W - 502002N 0040558W - 501036N 0034618W - 500956N 0034601W - 500547N 0034851W thence clockwise by the arc of a circle radius 17.5 NM centred on 501904N 0040633W to 501136N 0043112W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD009AZ5 WEMBURY FBZ 501134N 0043757W - 501516N 0043540W - 502410N 0040804W - 502355N 0040340W - 501258N 0034050W - 500936N 0033928W - 500353N 0034321W - 500259N 0034422W thence clockwise by the arc of a circle radius 21.5 NM centred on 501904N 0040633W to 501134N 0043757W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD009B WEMBURY 501342N 0042309W - 501951N 0041015W thence clockwise by the arc of a circle radius 2.5 NM centred on 501904N 0040633W to 501735N 0040325W - 501904N 0040633W - 501342N 0042309W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC – Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 121.255 when open; at other times Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Plymouth Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD009BZ1 WEMBURY FBZ 502029N 0041133W thence clockwise by the arc of a circle radius 3.5 NM centred on 501904N 0040633W to 501637N 0040239W - 501634N 0040353W - 501754N 0040642W - 501238N 0042259W - 501251N 0042409W - 501330N 0042448W - 501416N 0042434W - 502029N 0041133W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD009BZ5 WEMBURY FBZ 502311N 0041620W thence clockwise by the arc of a circle radius 7.5 NM centred on 501904N 0040633W to 501227N 0040105W - 501243N 0040616W - 501314N 0040720W - 500822N 0042220W - 500925N 0042810W - 501243N 0043122W - 501632N 0043015W - 502311N 0041620W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD011A OKEHAMPTON 504226N 0040146W - 504311N 0035854W - 503937N 0035613W - 503725N 0035712W - 503744N 0035801W - 503729N 0040101W - 504019N 0040341W - 504226N 0040146W	Upper limit: 24100 FT ALT Lower limit: SFC	AMC – Manageable above 10,000 FT ALT. Vertical Limit 10,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 24,100 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01837-657210. SI 1980/949. UAS BVLOS will not be conducted above 10,000 FT ALT. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD011AZ OKEHAMPTON FBZ 504416N 0035855W - 504358N 0035745W - 503942N 0035433W - 503655N 0035547W - 503634N 0035617W - 503624N 0035658W - 503627N 0035742W - 503642N 0035822W - 503627N 0040117W - 503643N 0040207W - 504002N 0040515W - 504035N 0040516W - 504314N 0040252W - 504416N 0035855W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD011B WILLSWORTHY 504019N 0040341W - 503729N 0040101W - 503726N 0040136W - 503550N 0040444W - 503747N 0040558W - 504019N 0040341W	Upper limit: 24100 FT ALT Lower limit: SFC	AMC – Manageable above 4500 FT ALT. Vertical Limit 4500 FT ALT. Vertical Limit OCNL notified to 24,100 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01837-657210. SI 1980/950. UAS BVLOS will not be conducted above 4500 FT ALT. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD011BZ WILLSWORTHY FBZ 504102N 0040451W - 504119N 0040408W - 504119N 0040317W - 504103N 0040233W - 503747N 0035928W - 503717N 0035926W - 503649N 0035947W - 503632N 0040025W - 503629N 0040057W - 503454N 0040402W - 503448N 0040446W - 503456N 0040529W - 503514N 0040603W - 503737N 0040733W - 503805N 0040731W - 504102N 0040451W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD011C MERRIVALE 503726N 0040136W - 503729N 0040101W - 503744N 0035801W - 503725N 0035712W - 503426N 0035832W - 503402N 0040336W - 503550N 0040444W - 503726N 0040136W	Upper limit: 24100 FT ALT Lower limit: SFC	AMC – Manageable above 10,000 FT ALT. Vertical Limit 10,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 24,100 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01837-657210. SI 1979/1721. UAS BVLOS will not be conducted above 10,000 FT ALT. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD011CZ MERRIVALE FBZ 503823N 0040214W - 503828N 0040113W - 503846N 0035740W - 503806N 0035556W - 503728N 0035533W - 503352N 0035709W - 503329N 0035752W - 503300N 0040356W - 503321N 0040451W - 503546N 0040623W - 503624N 0040607W - 503823N 0040214W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD012 LYME BAY NORTH 504220N 0024500W - 503400N 0024500W following the line of latitude to - 503400N 0030500W - 503000N 0031730W - 503650N 0031500W - 504106N 0030544W - then along the coastline to 504220N 0024500W	Upper limit: 18000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD012Z LYME BAY NORTH FBZ 504510N 0025454W - 504356N 0024627W - 504306N 0024353W - 504237N 0024326W - 503335N 0024326W - 503300N 0024421W following the line of latitude to - 503300N 0030438W - 502859N 0031712W - 502902N 0031807W - 502924N 0031850W - 502957N 0031908W - 503725N 0031624W - 504140N 0030712W - 504213N 0030702W - 504300N 0030547W - 504311N 0030445W - 504312N 0030334W - 504259N 0030117W - 504510N 0025454W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD013 LYME BAY 503400N 0024500W - 500200N 0024500W - 500200N 0025800W - 500800N 0030430W - 502500N 0031730W - 503000N 0031730W - 503400N 0030500W - 503400N 0024500W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD013Z1 LYME BAY FBZ 503500N 0030522W following the line of latitude to - 503500N 0024439W - 503450N 0024405W - 503425N 0024326W - 500135N 0024327W - 500100N 0024422W following the line of latitude to - 500100N 0025823W - 500114N 0025903W - 500730N 0030551W - 502446N 0031904W - 503017N 0031904W - 503046N 0031836W - 503500N 0030522W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD013Z5 LYME BAY FBZ 503900N 0030652W following the line of latitude to - 503900N 0024315W - 503809N 0024025W - 503604N 0023709W - 495955N 0023715W - 495700N 0024148W following the line of latitude to - 495700N 0025954W - 495808N 0030316W - 500527N 0031113W - 502350N 0032519W - 503125N 0032520W - 503349N 0032301W - 503900N 0030652W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD014 PORTLAND 503818N 0023424W - 503736N 0023230W - 503530N 0022948W - 503400N 0023124W - 503400N 0023000W - 502931N 0023000W - 503400N 0024500W - 503400N 0024200W - 503700N 0024130W - 503818N 0023424W	Upper limit: 15000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 5000 FT ALT. Vertical Limit OCNL notified to altitudes up to 15000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD015 BOVINGTON A circle, 500 M radius, centred at 504324N 0021424W	Upper limit: 3600 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01929-403765. SI 1936/118. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD017 PORTLAND 503400N 0024500W - 502931N 0023000W - 500200N 0023000W - 500200N 0024500W - 503400N 0024500W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD017Z1 PORTLAND FBZ 503500N 0024439W - 503018N 0022855W - 502948N 0022826W - 500135N 0022827W - 500100N 0022922W following the line of latitude to - 500100N 0024538W - 500135N 0024633W - 503433N 0024634W - 503500N 0024527W following the line of latitude to - 503500N 0024439W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD017Z5 PORTLAND FBZ 503900N 0024315W - 503325N 0022436W - 503058N 0022210W - 495955N 0022215W - 495700N 0022648W following the line of latitude to - 495700N 0024812W - 495955N 0025245W - 503644N 0025251W - 503900N 0024717W following the line of latitude to - 503900N 0024315W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD021 PORTLAND 503500N 0022000W - 503500N 0021614W - 503154N 0021624W - 503000N 0021700W - 502918N 0021718W - 502500N 0021500W - 502931N 0023000W - 503000N 0023000W - 503000N 0022000W - 503500N 0022000W	Upper limit: 15000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD023 PORTLAND 502931N 0023000W - 502500N 0021500W - 500200N 0021500W - 500200N 0023000W - 502931N 0023000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 22000 FT ALT. Vertical Limit OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD023Z1 PORTLAND FBZ 503039N 0023007W - 502547N 0021355W - 502517N 0021326W - 500135N 0021327W - 500100N 0021422W following the line of latitude to - 500100N 0023038W - 500135N 0023133W - 503004N 0023134W - 503039N 0023007W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD023Z5 PORTLAND FBZ 503512N 0023034W - 502854N 0020936W - 502627N 0020711W - 495955N 0020715W - 495825N 0020936W - 495700N 0021803W following the line of latitude to - 495700N 0023312W - 495955N 0023745W - 503215N 0023750W - 503512N 0023034W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD026 LULWORTH 504020N 0020755W - 503950N 0020732W - 503751N 0020753W - 503644N 0020813W - 503503N 0020440W - 503030N 0020043W - 502654N 0020230W - 502500N 0020842W - 502500N 0021500W - 502918N 0021718W - 503000N 0021700W - 503154N 0021624W - 503536N 0021612W - 503700N 0021447W - 503800N 0021430W - 503825N 0021137W - 504028N 0021137W - 504020N 0020755W	Upper limit: 15000 FT ALT Lower limit: SFC	Vertical Limit OCNL notified to altitudes up to ALT 20,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS less than 150 KTS). Service: SUACS not available during notified operating hours. SUAAIS: Plymouth Military on 124.150 MHz when open, London Information on 124.750 MHz thereafter. Contact: Booking: FOST Eastern Area Manager, Tel: 01752-557752 for the week before, FOST Duty Operations for the current week. Range Information on 01929-404859 or 01929-404712. SI 1978/1663. Unmanned Aircraft Systems (VLOS/BVLOS less than 150 KTS) will not be conducted above FL 115 and north of a line 503813N 0021301W, 503746N 0021005W and 503810N 0020750W. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0800-2359 (0700-2359), Fri 0800-1600 (0700-1500); and as activated by NOTAM.
EGD031 PORTLAND 503626N 0015635W - 503000N 0015635W - 503000N 0020058W - 503030N 0020043W - 503412N 0020356W - 503435N 0020320W - then along the coastline in an easterly direction to 503626N 0015635W	Upper limit: 15000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD036 PORTSMOUTH 502927N 0011208W - 500000N 0011126W - 500000N 0014301W - 500620N 0014207W - 502927N 0011208W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate or through Southampton or Jersey ATSUs, as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD037 PORTSMOUTH 503700N 0010211W - 503700N 0003938W - 503000N 0003213W - 503000N 0011124W - 503700N 0010211W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD038 PORTSMOUTH 503000N 0011124W - 503000N 0005000W - 500000N 0005000W - 500000N 0011126W - 502927N 0011208W - 503000N 0011124W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD039 PORTSMOUTH 503000N 0005000W - 503000N 0003213W - 502948N 0003200W - 500000N 0003200W - 500000N 0005000W - 503000N 0005000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD040 PORTSMOUTH 502948N 0003200W - 501347N 0001511W - 500000N 0003155W - 500000N 0003200W - 502948N 0003200W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD044 LYDD RANGES 505525N 0005534E - 505328N 0005613E - 505238N 0005359E - 505237N 0005015E - 505420N 0004748E - 505554N 0005009E - 505650N 0005348E - 505525N 0005534E	Upper limit: 4000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01303-225503. SI 1988/1465. SUA Authority: DAATM (DIO). Hours: H24

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD061 WOODBURY COMMON A circle, 926 M radius, centred at 504049N 0032051W	Upper limit: 1500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Exeter APP on 128.980 MHz when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01395-272972. SI 2009/3284. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD064A SOUTH WEST COMPLEX 512016N 0071115W - 511616N 0061643W - 502838N 0060046W - 501752N 0070521W - 502621N 0073603W - 503808N 0074914W - 504705N 0075207W - 505745N 0075205W - 512016N 0071115W	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. Activity: High Energy Manoeuvres. Service: SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD064AZ SOUTH WEST COMPLEX FBZ 512443N 0071513W - 512520N 0071202W - 512102N 0061313W - 511852N 0060928W - 502741N 0055228W - 502417N 0055548W - 501235N 0070558W - 502218N 0074108W - 503605N 0075635W - 504634N 0080000W - 505850N 0080000W - 510047N 0075836W - 512443N 0071513W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
EGD064B SOUTH WEST COMPLEX 511616N 0061643W - 511207N 0052532W - 510624N 0052510W - 503012N 0054335W - 502838N 0060046W - 511616N 0061643W	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. Activity: High Energy Manoeuvres. Service: SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD064BZ SOUTH WEST COMPLEX FBZ 512032N 0062118W - 512122N 0061740W - 511650N 0052136W - 511408N 0051742W - 510542N 0051711W - 502718N 0053649W - 502527N 0054015W - 502324N 0060243W - 502540N 0060747W - 511624N 0062455W - 511845N 0062354W - 512032N 0062118W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
EGD064C SOUTH WEST COMPLEX 511207N 0052532W - 511028N 0050621W - 505443N 0043352W - 504712N 0043327W - 504423N 0043914W - 504328N 0043921W - 503012N 0054335W - 510624N 0052510W - 511207N 0052532W	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. Activity: High Energy Manoeuvres. Service: SUAAIS: London Information on 124.750 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD064CZ SOUTH WEST COMPLEX FBZ 511713N 0052613W - 511514N 0050311W - 505759N 0042737W - 505600N 0042601W - 504609N 0042531W - 504358N 0042709W - 504146N 0043140W - 504132N 0043142W - 503909N 0043442W - 502501N 0054312W - 502539N 0054730W - 502738N 0055039W - 503022N 0055143W - 510705N 0053309W - 511302N 0053333W - 511504N 0053211W - 511634N 0052935W - 511713N 0052613W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
EGD110 BRAUNTON BURROWS 510602N 0041529W - 510606N 0041203W - 510500N 0041200W - 510458N 0041315W - 510516N 0041344W - 510514N 0041527W - 510602N 0041529W	Upper limit: 2000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 07870-377646 or 01395-277891. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD113A CASTLEMARTIN 513937N 0051830W following the line of latitude to - 513937N 0050443W - 513906N 0050320W - 513130N 0050530W - 512900N 0050330W following the line of latitude to - 512900N 0045432W - 512430N 0050220W thence clockwise by the arc of a circle radius 18.1 NM centred on 514213N 0045647W to 513610N 0052408W - 513937N 0051830W	Upper limit: 40000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01646-662496. SI 1986/1834. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD113AZ CASTLEMARTIN FBZ 514037N 0051909W following the line of latitude to - 514037N 0050416W - 513948N 0050205W - 513914N 0050140W - 513139N 0050350W - 513000N 0050231W following the line of latitude to - 513000N 0045402W - 512939N 0045313W - 512905N 0045252W - 512828N 0045305W - 512334N 0050136W - 512327N 0050216W thence clockwise by the arc of a circle radius 19.1 NM centred on 514213N 0045647W to 513606N 0052550W - 513639N 0052538W - 514037N 0051909W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD113B CASTLEMARTIN 513906N 0050320W thence clockwise by the arc of a circle radius 6.6 NM centred on 513230N 0050400W to 513618N 0045520W - 513618N 0045332W - 513230N 0044830W - 512900N 0045432W - 512900N 0050330W - 513130N 0050530W - 513906N 0050320W	Upper limit: 45000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01646-662496. SI 1986/1834. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD113BZ CASTLEMARTIN FBZ 514007N 0050353W thence clockwise by the arc of a circle radius 7.63 NM centred on 513230N 0050400W to 513718N 0045430W - 513718N 0045310W - 513706N 0045232W - 513250N 0044652W - 513202N 0044657W - 512800N 0045354W - 512800N 0050357W - 512818N 0050444W - 513121N 0050710W - 513938N 0050449W - 514007N 0050353W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD115A MANORBIER 513815N 0045012W thence clockwise by the arc of a circle radius 2 NM centred on 513815N 0044700W to 513815N 0044348W - 513815N 0045012W	Upper limit: 27000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01834-871282. SI 1941/158. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD115AZ MANORBIER FBZ 513745N 0045145W thence clockwise by the arc of a circle radius 3 NM centred on 513815N 0044700W to 513745N 0044215W - 513715N 0044313W - 513715N 0045047W - 513745N 0045145W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD115B MANORBIER 513815N 0045012W - 513815N 0044348W - 513345N 0043019W thence clockwise by the arc of a circle radius 11.34 NM centred on 513815N 0044700W to 513208N 0050218W - 513815N 0045012W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01834-871282. SI 1941/158. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD115BZ MANORBIER FBZ 513915N 0045046W - 513915N 0044324W - 513427N 0042901W - 513344N 0042835W thence clockwise by the arc of a circle radius 12.34 NM centred on 513815N 0044700W to 513156N 0050359W - 513240N 0050346W - 513915N 0045046W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD117 PENDINE 513510N 0042400W - 513629N 0043752W - 513958N 0043743W - 514515N 0043300W - 514524N 0042517W - 514445N 0042400W - 513510N 0042400W	Upper limit: 27000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 23,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 27,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information: Range Control, Tel: 01994-452240. SI 1973/1627. UAS BVLOS will not be conducted above 10,000 FT ALT. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD117Z PENDINE FBZ 514614N 0043329W - 514625N 0042444W - 514523N 0042242W - 514458N 0042223W - 513457N 0042224W - 513433N 0042241W - 513416N 0042313W - 513409N 0042354W - 513533N 0043842W - 513608N 0043929W - 514014N 0043919W - 514558N 0043412W - 514614N 0043329W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD118 PEMBREY 514625N 0042400W thence clockwise by the arc of a circle radius 3.5 NM centred on 514313N 0042144W to 514001N 0042400W - 514625N 0042400W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 12,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft Systems (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS / SUAAIS: Pembrey Range on 122.755 when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01554-892205. Associated aircraft operations outside area boundary; 122.755 is a common channel also used by Holbeach and Donna Nook AWRs. Ensure crossing clearance request is specific to Pembrey AWR. UAS BVLOS will not be conducted above 9000 FT ALT. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-1600 (0800-1600), Fri 0900-1400 (0800-1300); and as activated by NOTAM.
EGD118Z PEMBREY FBZ 514711N 0042508W thence clockwise by the arc of a circle radius 4.5 NM centred on 514313N 0042144W to 513915N 0042508W - 513944N 0042536W - 514641N 0042537W - 514711N 0042508W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD119 BRIDGWATER BAY A circle, 4 NM radius, centred at 511224N 0031353W	Upper limit: 5000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: Yeovilton APP on 127.350 MHz when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information: RNAS Yeovilton Air Operations, Tel: 01935-455497. Booking: RNAS Yeovilton Air Weapons Supply, Tel: 01935-455449. Range Tower when manned, Tel: 01278-741337. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD120 BOSCOMBE DOWN 511052N 0014802W - 511059N 0014641W - 511044N 0014308W - 511105N 0014228W thence clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510844N 0014110W - 510801N 0014248W - 510730N 0014248W - 510646N 0014409W - 510746N 0014819W thence clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511052N 0014802W	Upper limit: 2500 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. This Danger Area is contained within the extant Boscombe Down ATZ; all regulations associated with flight within an ATZ remain applicable. Upper limit is expressed by reference to height, based on Boscombe Down QFE (identical to ATZ upper limit). SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD122A WESSEX WEST 511329N 0021149W - 511106N 0020713W - 511006N 0015702W - 510125N 0015702W - 505938N 0020714W - 510120N 0021149W - 511329N 0021149W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122A and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD122B WESSEX CENTRAL 511059N 0014641W - 511044N 0014308W - 510357N 0014230W - 510125N 0015702W - 511006N 0015702W - 511059N 0014641W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122B and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD122C WESSEX EAST 511335N 0013725W - 511236N 0013044W - 510527N 0013342W - 510357N 0014230W - 511044N 0014308W - 511233N 0013942W - 511247N 0013759W - 511335N 0013725W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122C and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD123 IMBER 511724N 0020107W - 511339N 0015746W - 511348N 0015705W - 511023N 0015325W - 511006N 0015702W - 511106N 0020713W - 511329N 0021149W - 511516N 0020939W - 511705N 0020312W - 511724N 0020107W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC Manageable. Vertical Limit 3000 FT ALT H24. Vertical Limit 23,000 FT ALT Mon-Thu 0800-2359 (0700-2300), Fri 0800-1730 (0700-1630). Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS: Boscombe Down ATC on 126.705 when open; at other times SUAAIS via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Salisbury Operations, Tel: 01980-674710 or 674730 when open. SI 1963/1293, SI 1981/1882. SUA Authority: DAATM (DIO). Hours: See above.
EGD123Z IMBER FBZ 511827N 0020058W - 511811N 0015959W - 511450N 0015700W - 511438N 0015604W - 511044N 0015152W - 511012N 0015148W - 510944N 0015209W - 510925N 0015249W - 510905N 0015704W - 511009N 0020753W - 511258N 0021319W - 511346N 0021328W - 511604N 0021040W - 511802N 0020343W - 511827N 0020058W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD124 LAVINGTON A circle, 1.5 NM radius, centred at 511527N 0015812W	Upper limit: UNL Lower limit: SFC	AMC Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS: Boscombe Down ATC on 126.705 when open; at other times SUAAIS via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Salisbury Operations, Tel: 01980-674710. SI 1981/1882. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD124Z LAVINGTON FBZ A circle, 2.5 NM radius, centred at 511527N 0015812W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD125 LARKHILL 511828N 0015004W - 511059N 0014641W - 511023N 0015325W - 511348N 0015705W - 511339N 0015746W - 511724N 0020107W - 511807N 0015635W - 511828N 0015004W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC Manageable. Vertical Limit 3000 FT ALT H24. Vertical Limit 23,000 FT ALT Mon-Thu 0800-2359 (0700-2300), Fri 0800-1730 (0700-1630). Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft Systems (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS: Boscombe Down ATC on 126.705 when open; at other times SUAAIS via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Salisbury Operations, Tel: 01980-674710 or 674730. SI 1965/1327, SI 1981/1882. SUA Authority: DAATM (DIO). Hours: See above.
EGD125Z LARKHILL FBZ 511819N 0020152W - 511906N 0015651W - 511930N 0014938W - 511905N 0014841W - 511103N 0014504W - 511037N 0014510W - 511015N 0014532W - 511001N 0014607W - 510921N 0015339W - 510935N 0015429W - 511236N 0015743W - 511235N 0015747W - 511251N 0015852W - 511707N 0020241W - 511735N 0020244W - 511801N 0020226W - 511819N 0020152W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD126 BULFORD 511621N 0013746W - 511525N 0013606W - 511247N 0013759W - 511233N 0013942W - 511044N 0014308W - 511059N 0014641W - 511351N 0014759W thence clockwise by the arc of a circle radius 5 NM centred on 510912N 0014504W to 511354N 0014225W - 511621N 0013746W	Upper limit: FL90 Lower limit: SFC	AMC Manageable. Vertical Limit 1400 FT ALT H24. Vertical Limit OCNL notified up to FL 90 by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS: Boscombe Down ATC on 126.705 when open; at other times SUAAIS via London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Salisbury Operations, Tel: 01980-674710 or 01980-674730 or Boscombe Down ATC, Tel: 01980-663246. SI 1970/1282, SI 1981/1882. SUA Authority: DAATM (DIO). Hours: See above.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD136 SHOEBURYNESS 513217N 0004804E - 513017N 0005104E - 513030N 0004700E - 513217N 0004804E	Upper limit: 13000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SI 1936/714. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD138A SHOEBURYNESS 514000N 0010400E - 514000N 0011613E - 513714N 0011203E - 513714N 0005536E - 514000N 0010400E	Upper limit: 60000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 6000 FT ALT. Vertical Limit OCNL notified to altitudes up to 60,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SI 1936/714. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD138B SHOEBURYNESS 514200N 0011124E - 514200N 0011912E - 514000N 0011613E - 514000N 0010400E - 514200N 0011124E	Upper limit: 5000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD138C SHOEBURYNESS 513700N 0005455E - 513755N 0005740E - 513638N 0005850E - 513544N 0005620E - 513700N 0005455E	Upper limit: 6000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. May be activated at the same time as EGD138A and/or EGD138D as a separate activity. SI 1936/714. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD138D SHOEBURYNESS 513714N 0005536E - 513714N 0011203E - 513000N 0005300E - 513009N 0005115E - 513217N 0004804E - 513400N 0005000E - 513500N 0005018E - 513541N 0005016E - then along the north coast of Foulness Island to 513700N 0005455E - 513714N 0005536E	Upper limit: 60000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 13,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 60,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SI 1936/714. SUA Authority: DAATM (DE&S). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Activated by NOTAM.
EGD139 FINGRINGHOE 515000N 0005458E - 514954N 0005852E - 514833N 0005848E - 514839N 0005452E - 515000N 0005458E	Upper limit: 2000 FT ALT Lower limit: SFC	Vertical Limit 1500 FT ALT. Vertical Limit OCNL notified to altitudes up to 2000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01206-736149. SI 1974/665. SUA Authority: DAATM (DIO). Hours: H24

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD401 BALLYKINLER 541334N 0054612W - 541256N 0054734W - 541316N 0055038W - 541440N 0054940W - then along the river to 541526N 0055010W - 541525N 0054718W - 541334N 0054612W	Upper limit: 3200 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 02844-610392. SI 1940/756. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300).
EGD402A LUCE BAY (N) 550332N 0050509W - 545600N 0045800W - 545600N 0044744W - 544650N 0043837W - 545008N 0044939W - 545100N 0044946W - 545217N 0045134W - 545208N 0045404W - 544953N 0045653W - 544541N 0045627W - 544215N 0045339W - 544007N 0045032W - 543915N 0044653W - 543815N 0045352W - 545812N 0051210W - 550218N 0050909W - 550332N 0050509W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 3000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD402B LUCE BAY (N) 550332N 0050509W - 550254N 0045410W - 545600N 0044744W - 545600N 0045800W - 550332N 0050509W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 3000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD402C LUCE BAY (N) A circle, 3000 FT radius, centred at 545659N 0045752W	Upper limit: 4000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD403A LUCE BAY 545141N 0045438W - 545139N 0045041W - 545100N 0044946W - 544850N 0045646W - 544953N 0045653W - 545141N 0045438W	Upper limit: 3000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SI 1940/1819. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD403B LUCE BAY 545208N 0045404W - 545217N 0045134W - 545100N 0044946W - 545008N 0044939W - 544650N 0043837W - 544304N 0043500W - 544050N 0043543W - 543915N 0044653W - 544007N 0045032W - 544215N 0045339W - 544541N 0045627W - 544953N 0045653W - 545208N 0045404W	Upper limit: 35000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Luce Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Control, Tel: 01776-888930. On no account should negative contact on 130.050 MHz be taken as non-activity of the range. SI 1940/1819. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD403BZ1 LUCE BAY FBZ 545306N 0045437W - 545318N 0045119W - 545306N 0045030W - 545022N 0044639W - 544735N 0043722W - 544314N 0043311W - 544022N 0043407W - 543956N 0043449W - 543812N 0044701W - 543917N 0045135W - 544142N 0045507W - 544526N 0045809W - 545011N 0045839W - 545253N 0045515W - 545306N 0045437W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD405 KIRKCUDBRIGHT 544647N 0040349W - 544744N 0040214W - 544828N 0040040W - 544818N 0035705W - 544710N 0035630W - 543800N 0034806W - 543302N 0035720W - 543315N 0041341W - 543537N 0041514W - 544647N 0040349W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 15,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 50,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Kirkcudbright Range TSO, Tel: 01412-248500. DTSO 01412-248501. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD405Z1 KIRKCUDBRIGHT FBZ 544930N 0040113W - 544916N 0035625W - 544853N 0035535W - 544733N 0035454W - 543810N 0034618W - 543730N 0034630W - 543202N 0035641W - 543215N 0041415W - 543237N 0041506W - 543528N 0041659W - 543556N 0041655W - 544724N 0040512W - 544828N 0040324W - 544930N 0040113W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only.
EGD406A ESKMEALS 542057N 0032747W thence clockwise by the arc of a circle radius 2 NM centred on 541900N 0032705W to 541701N 0032723W - 540634N 0033920W thence clockwise by the arc of a circle radius 15 NM centred on 541900N 0032505W to 542357N 0034917W - 542846N 0033842W - 542057N 0032747W	Upper limit: 80000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 50,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 80,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Electronic/Optical Hazards. Service: SUAAIS: London Information on 125.475 MHz. Contact: Pre-flight information: Eskmeals Range, Tel: 01229-712245/ 712233. Aircraft following the west coast may proceed through the Danger Area at a height not below 2000 FT but it is essential that they remain east of the main railway line paralleling the coast while within the Danger Area. SI 1982/1180. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD406AZ1 ESKMEALS FBZ 542948N 0033912W - 542943N 0033749W - 542200N 0032702W thence clockwise by the arc of a circle radius 3 NM centred on 541900N 0032705W to 541602N 0032628W - 540541N 0033818W - 540530N 0033940W thence clockwise by the arc of a circle radius 16 NM centred on 541900N 0032505W to 542434N 0035043W - 542948N 0033912W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD406B ESKMEALS 541913N 0035042W thence anti-clockwise by the arc of a circle radius 15 NM centred on 541900N 0032505W to 541049N 0034630W - 540804N 0035336W thence clockwise by the arc of a circle radius 20 NM centred on 541900N 0032505W to 541916N 0035914W - 541913N 0035042W	Upper limit: 80000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 50,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 80,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Electronic/Optical Hazards. Service: SUAAIS: London Information on 125.475 MHz. Contact: Pre-flight information: Eskmeals Range, Tel: 01229-712245/ 712233. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD406BZ1 ESKMEALS FBZ 542016N 0035948W - 542013N 0035003W - 541939N 0034858W thence anti-clockwise by the arc of a circle radius 14 NM centred on 541900N 0032505W to 541104N 0034443W - 541014N 0034455W - 540659N 0035318W - 540712N 0035439W thence clockwise by the arc of a circle radius 21 NM centred on 541900N 0032505W to 541946N 0040055W - 542016N 0035948W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only.
EGD406C ESKMEALS 541916N 0035914W thence anti-clockwise by the arc of a circle radius 20 NM centred on 541900N 0032505W to 540804N 0035336W - 541027N 0040844W thence clockwise by the arc of a circle radius 27 NM centred on 541900N 0032505W to 541413N 0041025W - 541916N 0035914W	Upper limit: 50000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Balloons / Electronic/Optical Hazards. Service: SUAAIS: London Information on 125.475 MHz. Contact: Pre-flight information: Eskmeals Range, Tel: 01229-712245/ 712233. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD406CZ1 ESKMEALS FBZ 542016N 0035948W - 542016N 0035848W - 541951N 0035730W thence anti-clockwise by the arc of a circle radius 19 NM centred on 541900N 0032505W to 540805N 0035133W - 540721N 0035223W - 540659N 0035318W - 540933N 0040935W - 540953N 0041012W thence clockwise by the arc of a circle radius 28 NM centred on 541900N 0032505W to 541419N 0041210W - 541450N 0041150W - 542016N 0035948W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD407 WARCOP 543812N 0022047W - 543856N 0021445W - 543753N 0021402W - 543432N 0021545W - 543156N 0022043W - 543202N 0022209W - 543343N 0022536W - 543526N 0022419W - 543812N 0022047W	Upper limit: 13500 FT ALT Lower limit: SFC	Vertical Limit 10,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 13,500 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: London Information on 125.475 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01768-343223/343225/343226. SI 1981/623. SUA Authority: DAATM (DIO). Hours: Mon-Sat 0730-0200 (0630-0100), Sun 0730-1300 (0630-1200); and as activated by NOTAM.
EGD408 FELDOM 542826N 0015159W - 542750N 0014921W - 542656N 0014654W - 542513N 0014819W - 542447N 0015004W - 542505N 0015159W - 542720N 0015350W - 542826N 0015159W	Upper limit: 5600 FT ALT Lower limit: SFC	Vertical Limit 3000 FT ALT. Vertical Limit OCNL notified to altitudes up to 5600 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/ BVLOS) (less than 150 KTS). Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01748-875502. SI 1976/566. SUA Authority: DAATM (DIO). Hours: Tue-Sun 0830-1630 (0730-1530); and as activated by NOTAM.
EGD410 STRENSALL A circle, 3000 FT radius, centred at 540136N 0010101W	Upper limit: 1000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01904-442966. SI 1972/246. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD412 STAXTON 545800N 0002300W - 552500N 0010000E - 550400N 0012100E - 544545N 0005455E following the line of latitude to - 544545N 0000917W - 545800N 0002300W	Upper limit: 10000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD442 BELLERBY A circle, 2300 M radius, centred at 542039N 0015125W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) (less than 150 KTS). Service: SUAAIS: Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01748-875502. SI 1984/1770. SUA Authority: DAATM (DIO). Hours: H24
EGD505 MAGILLIGAN 551117N 0065827W - 551307N 0065423W - 551253N 0065133W - 551107N 0064948W - 551010N 0065158W - 551008N 0065633W - 551117N 0065827W	Upper limit: 6500 FT ALT Lower limit: SFC	Vertical Limit 2000 FT ALT. Vertical Limit OCNL notified to altitudes up to 6500 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 02877-720029. SI 1940/949. SUA Authority: DAATM (DIO). Hours: 0800-2359 (0700-2300).
EGD508 RIDSDALE A circle, 1200 M radius, centred at 550845N 0021007W	Upper limit: 4100 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUACS: Newcastle APP on 124.380 MHz. SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information: Range Reception, Tel: 01434-220952. SUA Authority: DAATM (DIO). Hours: Mon-Fri 0800-1700 (0700-1600); and as activated by NOTAM.
EGD509 CAMPBELTOWN 551230N 0053900W following the line of latitude to - 551230N 0050636W - 550706N 0050700W - 545930N 0051542W - 545548N 0052800W - 550630N 0054300W - 551230N 0053900W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: CTF311 Operations, Tel: 01923-956371. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD509Z CAMPBELTOWN FBZ 551330N 0053933W - 551330N 0050551W - 551253N 0050449W - 550647N 0050517W - 545844N 0051430W - 545445N 0052745W - 545454N 0052858W - 550605N 0054439W - 550636N 0054448W - 551309N 0054026W - 551330N 0053933W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD701W HEBRIDES 581454N 0130000W - 580135N 0120000W - 572125N 0120000W - 573126N 0130000W - 581454N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701WZ HEBRIDES FBZ 584734N 0130634W - 582441N 0112306W - 581004N 0110515W - 570632N 0110649W - 570000N 0112336W following the line of latitude to - 570000N 0125241W - 570626N 0133212W - 572140N 0135333W - 583000N 0135516W - 584734N 0130634W	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only
EGD701X HEBRIDES 573126N 0130000W - 572125N 0120000W - 564357N 0120000W - 573126N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701XZ HEBRIDES FBZ 580503N 0132125W - 574603N 0112644W - 573041N 0110614W - 570000N 0110658W - 564015N 0115056W - 563806N 0120345W - 570000N 0132431W - 572209N 0135333W - 574038N 0135401W - 580503N 0132125W	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only
EGD701Y HEBRIDES 573809N 0073422W - 572324N 0072233W - 572253N 0072531W - 573347N 0074803W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573809N 0073422W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701YZ HEBRIDES FBZ 574321N 0073409W - 574212N 0072729W - 572320N 0071227W - 571919N 0071551W - 571744N 0072502W - 571817N 0072952W - 573144N 0075744W - 573559N 0075659W thence clockwise by the arc of a circle radius 23.99999999936406 NM centred on 572004N 0072347W to 574321N 0073409W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD702 FORT GEORGE 573617N 0040047W - 573449N 0040128W - 573440N 0040257W - 573456N 0040438W - 573534N 0040338W - 573617N 0040047W	Upper limit: 2100 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Inverness APP/Tower on 122.605 MHz when open; at other times Scottish Information on 134.850 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01313-108124/108114. SI 1940/30. SUA Authority: DAATM (DIO). Hours: 0800-1600 (0700-1500); and as activated by NOTAM.
EGD703 TAIN 575224N 0033030W - 575054N 0034630W - 574500N 0035500W - 574500N 0040254W - 575136N 0040812W - 580324N 0034436W - 580700N 0033700W - 580300N 0033000W - 575224N 0033000W - 575224N 0033030W	Upper limit: 22000 FT ALT Lower limit: SFC	Vertical Limit 15,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 22,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Para Dropping / Electronic/Optical Hazards. Service: SUACS: Tain Range on 122.755 when open. SUAAIS: Tain Range on 122.755 when open; at other times Scottish Information on 134.850 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01862-892185 Ext 4945. Aircraft wishing to use Dornoch or Easter Aerodromes during range opening hours are to contact Tain Range on 122.755 prior to entering the range. Associated aircraft operations outside area boundary. SI 1940/ 684. UAS BVLOS will not be conducted above 2000 FT ALT. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-2200 (0800-2100), Fri 0900-1400 (0800-1300); and as activated by NOTAM.
EGD704 HEBRIDES 573727N 0071811W - 573143N 0071055W - 572625N 0072457W - 573305N 0073017W - 573727N 0071811W	Upper limit: 10000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUACS: Benbecula Approach on 119.205 MHz when open. SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD710 RAASAY 572200N 0054927W - 572200N 0055935W - then along the east coast of Raasay and Rona in an northerly direction to 573500N 0055800W - 573800N 0055800W - 573800N 0055000W - 573445N 0055000W - then along the west coast of the Applecross peninsula in an southerly direction to 572200N 0054927W	Upper limit: 1500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01397-436720. SI 2016/654. SUA Authority: DAATM (DE&S). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Activated by NOTAM. Mon-Sat SR to SS.
EGD712A NORTHERN COMPLEX 585202N 0052659W - 581310N 0052344W - 581920N 0055243W - 584432N 0055510W - 585202N 0052659W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. Activity: High Energy Manoeuvres. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712AZ NORTHERN COMPLEX FBZ 585743N 0052640W - 585458N 0051735W - 581039N 0051405W - 580731N 0052231W - 581514N 0055848W - 581737N 0060202W - 584544N 0060454W - 584817N 0060206W - 585743N 0052640W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD712B NORTHERN COMPLEX 591444N 0035801W - 590716N 0033308W - 580412N 0044247W - 581310N 0052344W - 585202N 0052659W - 591444N 0035801W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. Activity: High Energy Manoeuvres. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712BZ NORTHERN COMPLEX FBZ 591945N 0040004W - 591940N 0035513W - 591031N 0032445W - 590631N 0032245W - 580006N 0043621W - 575852N 0044307W - 580906N 0052952W - 581129N 0053303W - 585317N 0053644W - 585549N 0053353W - 591945N 0040004W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD712C NORTHERN COMPLEX 590716N 0033308W - 584654N 0022720W - 574827N 0033350W - 580412N 0044247W - 590716N 0033308W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. Activity: High Energy Manoeuvres. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD712CZ NORTHERN COMPLEX FBZ 591237N 0033141W - 585005N 0021855W - 584604N 0021704W - 574417N 0032735W - 574307N 0033420W - 580028N 0045018W - 580442N 0045303W - 591135N 0033929W - 591237N 0033141W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD712D NORTHERN COMPLEX 584654N 0022720W - 583622N 0015427W - 574000N 0020624W following the line of latitude to - 574000N 0025821W - 574827N 0033350W - 584654N 0022720W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. Activity: High Energy Manoeuvres. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712DZ NORTHERN COMPLEX FBZ 585214N 0022543W - 583950N 0014702W - 583713N 0014438W - 573732N 0015733W - 573501N 0020251W following the line of latitude to - 573501N 0030021W - 574447N 0034125W - 574902N 0034401W - 585116N 0023328W - 585214N 0022543W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD713 FAST JET AREA SOUTH 575900N 0065200W - 574600N 0061000W - 563500N 0052200W - 560600N 0063000W - 561000N 0065400W - 564200N 0081500W - 575000N 0081500W - 575900N 0065200W	Upper limit: FL550 Lower limit: FL245	AMC: Manageable. Activity: High Energy Manoeuvres / Ordnance, Munitions & Explosives (OME). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel 01489-612495. SUA Authority: DAATM (HQ Air). EGD713 is solely in support of Ex Joint Warrior. Hours: Activated by NOTAM.
EGD713Z FAST JET AREA SOUTH FBZ 580415N 0065021W - 574924N 0060224W - 563509N 0051229W - 563200N 0051411W - 560119N 0062614W - 560052N 0063030W - 560527N 0065800W - 563836N 0082200W - 564046N 0082404W - 575146N 0082422W - 575430N 0082012W - 580415N 0065021W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR planning purposes only
EGD801 CAPE WRATH (NORTH WEST) 590000N 0043000W - 584500N 0043000W following the line of latitude to - 584500N 0050000W - 590000N 0050000W following the line of latitude to - 590000N 0043000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945. SI 1933/40. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD801Z CAPE WRATH (NORTH WEST) FBZ 590459N 0050402W following the line of latitude to - 590459N 0042558W - 590203N 0042019W - 584255N 0042025W - 584000N 0042604W following the line of latitude to - 584000N 0050356W - 584255N 0050935W - 590203N 0050941W - 590459N 0050402W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD802 CAPE WRATH (SOUTH EAST) 584500N 0043000W - 583435N 0043000W - then along the coastline to 583200N 0044728W - 583200N 0050000W - 584500N 0050000W - 584500N 0043000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945. SI 1933/40. SUA Authority: DAATM (DIO). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Activated by NOTAM.
EGD802Z CAPE WRATH (SOUTH EAST) FBZ 584959N 0050401W following the line of latitude to - 584959N 0042559W - 584703N 0042024W - 583236N 0042028W - 582715N 0043007W - 582529N 0043257W - 582258N 0043807W - 582211N 0044011W - 582134N 0044517W - 582212N 0044953W - 582426N 0045426W - 582701N 0045522W - 582700N 0050356W - 582956N 0050932W - 584703N 0050936W - 584959N 0050401W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
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 (VLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD803Z GARVIE ISLAND FBZ A circle, 9 NM radius, centred at 583705N 0045220W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
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 (VLOS/BVLOS) / 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.
EGD809CZ MORAY FIRTH (CENTRAL) FBZ 585459N 0023649W - 585458N 0014104W - 585138N 0013522W - 582331N 0014148W - 582100N 0014715W - 582100N 0024509W - 582431N 0025054W - 585236N 0024210W - 585459N 0023649W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
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 (VLOS/BVLOS) / 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.
EGD809NZ MORAY FIRTH (NORTH) FBZ 592759N 0015343W - 592759N 0013756W - 592503N 0013213W - 590442N 0013219W - 584731N 0013619W - 584500N 0014149W - 584500N 0023730W - 584827N 0024328W - 590005N 0023947W - 592701N 0015743W - 592759N 0015343W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
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 (VLOS/BVLOS) / 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.
EGD809SZ MORAY FIRTH (SOUTH) FBZ 583059N 0024421W - 583058N 0014630W - 582738N 0014052W - 574732N 0014947W - 574500N 0015508W - 574500N 0022707W - 574645N 0023155W - 581557N 0025331W - 582836N 0024938W - 583059N 0024421W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD901 FAST JET AREA NORTH 594000N 0013000W - 591000N 0010000W - 580215N 0000948E - 574700N 0010000W - 574000N 0013100W following the line of latitude to - 574000N 0025821W - 581920N 0055243W - 595000N 0060149W - 594000N 0013000W	Upper limit: FL550 Lower limit: FL245	AMC: Manageable. Activity: High Energy Manoeuvres / Ordnance, Munitions & Explosives (OME). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel 01489-612495. SUA Authority: DAATM (HQ Air). EGD901 is solely in support of Ex Joint Warrior. Hours: Activated by NOTAM.
EGD901Z FAST JET AREA NORTH FBZ 595504N 0060549W - 594449N 0012628W - 594324N 0012222W - 591224N 0005129W - 580236N 0002004E - 575826N 0001710E - 574224N 0005624W - 573500N 0012909W - 573500N 0030018W - 581514N 0055848W - 581737N 0060202W - 595156N 0061157W - 595504N 0060549W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR planning purposes only
EGD902A SAXAVORD A circle, 0.75 NM radius, centred at 604906N 0004612W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902B SAXAVORD 610000N 0010600W following the line of latitude to - 610000N 0002500W - 604600N 0002500W following the line of latitude to - 604600N 0010600W - 610000N 0010600W	Upper limit: UNL Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902BZ SAXAVORD FBZ 610000N 0010802W following the line of latitude to - 610000N 0002257W - 604537N 0002257W - 604505N 0002353W - 604500N 0002449W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 604538N 0010803W - 610000N 0010802W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902C SAXAVORD 604600N 0010600W following the line of latitude to - 604600N 0002500W - 604000N 0002500W following the line of latitude to - 604000N 0010600W - 604600N 0010600W	Upper limit: UNL Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902CZ SAXAVORD FBZ 604700N 0010634W following the line of latitude to - 604700N 0002430W - 604647N 0002338W - 604617N 0002257W - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 603945N 0010802W - 604617N 0010803W - 604644N 0010730W - 604700N 0010634W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGD902D SAXAVORD 610000N 0013000W - 604600N 0010600W - 604000N 0010600W - 604805N 0013000W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902DZ SAXAVORD FBZ 610000N 0013203W following the line of latitude to - 610000N 0012719W - 604622N 0010357W - 603939N 0010357W - 603913N 0010440W - 603901N 0010530W - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 604657N 0013016W - 604725N 0013137W - 604747N 0013203W - 610000N 0013203W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902E SAXAVORD 610000N 0000000E - 604805N 0000000E - 604000N 0002500W - 604600N 0002500W - 610000N 0000000E	Upper limit: UNL Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902EZ SAXAVORD FBZ 610000N 0000243W following the line of latitude to - 610000N 0000000E - 604704N 0000000E - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0002605W - 603941N 0002705W - 604541N 0002704W - 604621N 0002704W - 610000N 0000243W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902F SAXAVORD 610000N 0020445W following the line of latitude to - 610000N 0013000W - 604805N 0013000W - 610000N 0020445W	Upper limit: UNL Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902FZ SAXAVORD FBZ 610000N 0020819W following the line of latitude to - 610000N 0012753W - 604748N 0012758W - 604715N 0012837W - 604657N 0013016W - 604725N 0013137W - 610000N 0020819W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902G SAXAVORD 610000N 0013000W following the line of latitude to - 610000N 0010600W - 604600N 0010600W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902GZ SAXAVORD FBZ 610000N 0013203W following the line of latitude to - 610000N 0010357W - 604621N 0010357W - 604540N 0010357W - 604515N 0010435W - 604500N 0010521W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 610000N 0013203W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD902H SAXAVORD 610000N 0002500W following the line of latitude to - 610000N 0000000E - 604600N 0002500W - 610000N 0002500W	Upper limit: UNL Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902HZ SAXAVORD FBZ 610000N 0002704W following the line of latitude to - 610000N 0000000E - 605828N 0000000E - 604505N 0002353W - 604500N 0002449W - 604500N 0002605W - 604541N 0002704W - 610000N 0002704W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

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

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
Restricted Area		
EGR002 DEVONPORT A circle, 1 NM radius, centred at 502317N 0041114W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by helicopter for the purpose of landing or taking off from Kinterbury Point (KP) Helicopter Landing Site (HLS) and Ships within HM Naval Base with the permission of FOST / Plymouth Military Radar and in accordance with any conditions to which permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR063 DUNGENESS A circle, 2 NM radius, centred at 505449N 0005717E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Dungeness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. Flight permitted by an aircraft which has taken off from or intends to land at London Ashford (Lydd) Airport flying in accordance with normal aviation practice which remains at least 1.5 NM from the position given at column 1 for Dungeness. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR095 SARK A circle, 3 NM radius, centred at 492546N 0022145W	Upper limit: 2374 FT ALT Lower limit: SFC	Flight is not permitted except in conformity with any permission granted by or on behalf of the Channel Islands Director of Civil Aviation. The Island of Sark is within Bailiwick of Guernsey territorial waters although within the Brest FIR. Guernsey SI 1985/21. Contact: Refer to Statutory Instrument.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR101 ALDERMASTON A circle, 1.5 NM radius, centred at 512203N 0010847W	Upper limit: 2400 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Aldermaston, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR104 BURGHFIELD A circle, 1 NM radius, centred at 512424N 0010125W	Upper limit: 2400 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Burghfield, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR105 HIGHGROVE HOUSE A circle, 1.5 NM radius, centred at 513720N 0021050W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such intended flight or landing. SI 907/2018. Contact: Refer to Statutory Instrument.
EGR106 RAYMILL HOUSE, LACOCK A circle, 1 NM radius, centred at 512523N 0020646W	Upper limit: 1600 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Services; any aircraft flying in the service of Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight. Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department. SI 703/2021. Contact: Refer to Statutory Instrument.
EGR107 BELMARSH 513020N 0000529E thence clockwise by the arc of a circle radius 0.5 NM centred on 512951N 0000541E to 512943N 0000454E - 513020N 0000529E	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter for the purpose of carrying out an IFR approach to London/City Airport for cloud break purposes. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 as amended by SI 1993/2123. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR153 HINKLEY POINT A circle, 2 NM radius, centred at 511233N 0030749W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hinkley Point, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. Flight permitted by a helicopter flying within the Bridgewater Bay Danger Area with the permission of the person in charge of that Area and in accordance with any conditions to which that permission is subject which remains at least 1 NM from the position given at column 1 for Hinkley Point. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR154 OLDBURY A circle, 2 NM radius, centred at 513852N 0023415W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Oldbury, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR155 BERKELEY A circle, 2 NM radius, centred at 514134N 0022936W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Berkeley, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR156 WINDSOR CASTLE A circle, 1.25 NM radius, centred at 512902N 0003614W	Upper limit: 2500 FT ALT Lower limit: SFC	Flight permitted by: any aircraft operating for or on behalf of National Police Air Service; any aircraft operating for or on behalf of The Helicopter Emergency Medical Service; any aircraft operating for or on behalf of The Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operating for or on behalf of The King's Helicopter Flight; any aircraft operated by a member of the Royal Family; any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Metropolitan Police (Royalty and Special Protection); or landing in the grounds of Windsor Great Park at the invitation of the Director of Royal Travel provided that Protective Security Operations (PSO) has been informed in advance of such intended flight or landing; any aircraft approaching to, or departing from, London Heathrow Airport. SI 1137/2021. Contact: Refer to Statutory Instrument.
EGR157 HYDE PARK 513212N 0000911W - 513020N 0000648W thence clockwise by the arc of a circle radius 0.55 NM centred on 513000N 0000730W to 513001N 0000637W - 512917N 0000634W thence clockwise by the arc of a circle radius 0.55 NM centred on 512915N 0000726W to 512852N 0000649W - 512834N 0000719W thence clockwise by the arc of a circle radius 0.55 NM centred on 512857N 0000756W to 512858N 0000849W - 512921N 0000847W - 512939N 0001132W thence clockwise by the arc of a circle radius 0.55 NM centred on 513011N 0001123W to 513028N 0001209W - 513208N 0001038W thence clockwise by the arc of a circle radius 0.55 NM centred on 513151N 0000952W to 513212N 0000911W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit. See also ENR 1.1, paragraph 4.1.6. SI 1300/2017 Contact: www.nats.co.uk/nsf

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGR158 CITY OF LONDON 513125N 0000547W - 513118N 0000439W - 513043N 0000418W - 513016N 0000433W - 513037N 0000704W - 513108N 0000653W - 513125N 0000547W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit. See also ENR 1.1, paragraph 4.1.6. SI 2092/2004. Contact: www.nats.co.uk/nsf
EGR159 ISLE OF DOGS 513035N 0000025W - 512954N 0000033W - 512938N 0000022W thence clockwise by the arc of a circle radius 0.3 NM centred on 512931N 0000049W to 512921N 0000113W - 513000N 0000154W thence clockwise by the arc of a circle radius 0.55 NM centred on 513018N 0000110W to 513035N 0000025W	Upper limit: 1400 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying in accordance with a Special Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route H4; any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit; any aircraft approaching to, or departing from, London/City Airport. See also ENR 1.1, paragraph 4.1.6. SI 2091/2004. Contact: www.nats.co.uk/nsf
EGR160 THE SPECIFIED AREA 512912N 0001716W - 513420N 0001407W - 513318N 0000904W - 513409N 0000318W - 513130N 0000045W - 512645N 0000044W - 512712N 0000610W - 512515N 0001222W - 512854N 0001407W - 512912N 0001716W Excluding so much of the bed of the River Thames as lies within that area between the ordinary high water marks on each of its banks.	Upper limit: UNL Lower limit: SFC	Except with the written permission of the Civil Aviation Authority a helicopter shall not fly over the Specified Area of Central London below such a height as would enable it, in the event of an engine failure, to land clear of that area. See also ENR 1.1, subsection 4. Further information may be obtained from the General Aviation Department (for non-public transport operations) or Flight Operations Department (for public transport operations) of the Civil Aviation Authority, Tel: 01293-567171. SI 964/2005.
EGR204 LONG LARTIN A circle, 2 NM radius, centred at 520627N 0015119W	Upper limit: 2200 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 and SI 1991/1679. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR212 WHITEMOOR A circle, 2 NM radius, centred at 523430N 0000446E	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1991/1679. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR214 WOODHILL A circle, 1.5 NM radius, centred at 520049N 0004813W	Upper limit: 2400 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR217 SIZEWELL A circle, 2 NM radius, centred at 521250N 0013707E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sizewell, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR219 SANDRINGHAM HOUSE 524819N 0003104E thence clockwise by the arc of a circle radius 1.5 NM centred on 524948N 0003049E to 525117N 0003033E - 525132N 0003424E thence anti-clockwise by the arc of a circle radius 1.5 NM centred on 525003N 0003447E to 524834N 0003510E - 524819N 0003104E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft landing in the grounds of Sandringham House at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such intended landing. SI 1734/2015. Contact: Refer to Statutory Instrument. Hours: In the period starting 0001 hours on 1 December and ending at 0001 hours on 1 March each year.
EGR220 ANMER HALL A circle, 1.5 NM radius, centred at 525003N 0003447E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by: any aircraft 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. SI 1735/2015. Contact: Refer to Statutory Instrument.
EGR311 CAPENHURST A circle, 2 NM radius, centred at 531550N 0025708W	Upper limit: 2200 FT ALT Lower limit: SFC	SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR312 SPRINGFIELDS A circle, 2 NM radius, centred at 534634N 0024815W	Upper limit: 2100 FT ALT Lower limit: SFC	Flight permitted at not less than 1670 FT above mean sea level for the purpose of landing at Blackpool Airport. Flight permitted in airspace lying south of a straight line drawn from 534644N 0024454W to 534513N 0025044W for the purpose of landing at or taking off from Warton Aerodrome. Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Springfields, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGR313 SCAMPTON A circle, 5 NM radius, centred at 531828N 0003303W	Upper limit: 9500 FT ALT Lower limit: SFC	Contact: Information on activation status may be obtained from Waddington ATC, Tel: 01522-727451/727452, or by radio to Waddington Zone on 119.500 MHz/232.700 MHz. Non-radio aircraft may be able to obtain a pre-flight clearance by telephone. Radio equipped aircraft may request an in-flight clearance to enter EGR313 from Waddington Zone on 119.500/232.700 MHz. SI 2023/879. Hours: Activated by NOTAM.
EGR315 FULL SUTTON A circle, 2 NM radius, centred at 535837N 0005224W	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 and SI 1991/1679. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR319 MANCHESTER A circle, 1 NM radius, centred at 532934N 0021450W	Upper limit: 1700 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR321 WAKEFIELD A circle, 1.3 NM radius, centred at 534057N 0013034W	Upper limit: 1600 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR322 WYLFA A circle, 2 NM radius, centred at 532458N 0042852W	Upper limit: 2100 FT ALT Lower limit: SFC	Flight permitted at a height of not less than 2000 FT above ground level whilst operating under and in accordance with a clearance from the air traffic control unit at RAF Valley. Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Wylfa, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR413 SELLAFIELD A circle, 2 NM radius, centred at 542505N 0032944W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sellafield, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR431 MAGHABERRY A circle, 2 NM radius, centred at 543053N 0061110W	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR432 FRANKLAND/DURHAM 544859N 0013617W thence clockwise by the arc of a circle radius 2 NM centred on 544820N 0013301W to 544741N 0012945W - 544544N 0013054W thence clockwise by the arc of a circle radius 2 NM centred on 544623N 0013410W to 544702N 0013726W - 544859N 0013617W	Upper limit: 2200 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR444 HEYSHAM A circle, 2 NM radius, centred at 540147N 0025452W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Heysham, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. Microlight access to Middleton Sands obtained from BMAA head office. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR445 BARROW IN FURNESS A circle, 0.5 NM radius, centred at 540635N 0031410W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Barrow in Furness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR446 HARTLEPOOL A circle, 2 NM radius, centred at 543807N 0011049W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hartlepool, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. Flight at a height of not less than 1800 FT amsl whilst conducting an instrument approach procedure at Teesside International Airport. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR504 SHOTTS A circle, 2 NM radius, centred at 554950N 0034935W	Upper limit: 2800 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 and SI 1991/1679. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR515 HUNTERSTON A circle, 2 NM radius, centred at 554317N 0045338W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hunterston, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR516 TORNESS A circle, 2 NM radius, centred at 555806N 0022431W	Upper limit: 2100 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Torness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR603 ROSYTH A circle, 0.5 NM radius, centred at 560147N 0032703W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted within the route notified as the Kelty Lane for the purpose of making an approach to land at, or a departure from, Edinburgh Airport. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	**Upper Limit Lower Limit**	**Remarks (time of activity, type of restriction, nature of hazard, risk of interception)**
1	**2**	**3**
EGR610A THE HIGHLANDS 583000N 0033902W - 582828N 0033815W - 582356N 0032847W - 580345N 0041248W - 580300N 0043000W - 580000N 0043700W - 574700N 0042500W - 573900N 0043000W - 573800N 0044500W - 573000N 0043800W - 571800N 0045200W - 571100N 0045300W - 570900N 0050000W - 570000N 0050200W - 565400N 0050500W - 565600N 0054700W - 571300N 0053500W - 575000N 0054300W - 580000N 0051500W - 583000N 0044900W - 583000N 0043000W - 582500N 0043000W - 583000N 0042000W - 583000N 0033902W	Upper limit: 5000 FT ALT Lower limit: SFC	When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Military Airspace Management Cell - Low Flying (MAMC LF) at RAF (U) Swanwick, Tel: 01489-443100. In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft. Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre. New SI issued on activation. Hours: Activated by NOTAM. Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM.
EGR610B THE HIGHLANDS 575000N 0054300W - 574004N 0054050W - 573840N 0055739W - 570000N 0055644W - 570000N 0061504W - 574715N 0061637W - 575000N 0054300W	Upper limit: 5000 FT ALT Lower limit: 750 FT ALT	When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Low Flying Co-ord (LFC) at RAF (U) Swanwick, Tel: 01489-443100. In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft. Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre. New SI issued on activation. Hours: Activated by NOTAM. Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM.
EGR610C THE HIGHLANDS 582218N 0033224W - 581434N 0031929W - 581121N 0032654W - 581900N 0033940W - 582218N 0033224W	Upper limit: 2000 FT ALT Lower limit: SFC	When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Low Flying Co-ord (LFC) at RAF (U) Swanwick, Tel: 01489-443100. Additionally a tactical clearance may be provided by the Range Control Officer for Tain Range during their hours of operation on 122.755. In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft. Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre. New SI issued on activation. Hours: Activated by NOTAM. Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR610D THE HIGHLANDS 574900N 0040606W - 574500N 0040254W - 574234N 0041056W - 573900N 0043000W - 574700N 0042500W - 574900N 0040606W	Upper limit: 2000 FT ALT Lower limit: SFC	When active, entry of non-participating aircraft is prohibited unless flying in accordance with an authorisation given by the Low Flying Co-ord (LFC) at RAF (U) Swanwick, Tel: 01489-443100. Additionally a tactical clearance may be provided by the Range Control Officer for Tain Range during their hours of operation on 122.755. In the event of an emergency which requires airborne assistance the HRA will be cleared of military low flying aircraft. Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFC and the Aeronautical Rescue Co-ordination Centre. New SI issued on activation. Hours: Activated by NOTAM. Not permanently active. Periods when restrictions in place promulgated by J Series NOTAM.
EGR704 BALMORAL A circle, 1 NM radius, centred at 570227N 0031349W	Upper limit: 3500 FT ALT Lower limit: SFC	Flight permitted by: Any aircraft operated by or on behalf of Police Scotland; any aircraft operated by or on behalf of the Scottish Air Ambulance Service; any aircraft operated by or on behalf of the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation; any aircraft operated by or on behalf of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either — Operated by a member of the Royal Family, or landing in the grounds of Balmoral at the invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing. SI 2019/1321. Contact: Refer to Statutory Instrument. Hours: In the period 0001 hours on 16th May and ending at 2359 hours on 2nd June each year, and in the period 0001 hours on 10th July and ending at 2359 hours on 31st October each year.
EGR705 BIRKHALL A circle, 1 NM radius, centred at 570144N 0030427W	Upper limit: 3500 FT ALT Lower limit: SFC	Flight permitted by: Any aircraft operated by, or on behalf of, Police Scotland; any aircraft operated by, or on behalf of, the Scottish Air Ambulance Service; any aircraft operated by, or on behalf of, the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation; any aircraft operated by, or on behalf of, The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either — Operated by a member of the Royal Family, or landing in the grounds of Birkhall at the invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing. SI 2019/1320. Contact: Refer to Statutory Instrument.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU001A 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
EGRU001B 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
EGRU001C 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
EGRU001D 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
EGRU001E 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
EGRU001F 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
EGRU001G 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
EGRU001H 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
EGRU001I 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
EGRU002A 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
EGRU002B 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU002C 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
EGRU003A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003F 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU003G 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004C 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU004D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004F 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004G 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004H 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU004I 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU005A 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
EGRU005B 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
EGRU005C 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
EGRU006A 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
EGRU006B 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU006C 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
EGRU007A 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
EGRU007B 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
EGRU007C 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
EGRU008A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008F 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU008G 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU009A 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
EGRU009B 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
EGRU009C 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
EGRU010A 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
EGRU010B 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
EGRU010C 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
EGRU011A 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
EGRU011B 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
EGRU011C 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
EGRU012A SOUTHAMPTON A circle, 2 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
EGRU012B SOUTHAMPTON RWY 02 505359N 0012239W - 505410N 0012327W - 505514N 0012251W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505701N 0012124W to 505504N 0012203W - 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU012C SOUTHAMPTON RWY 20 510004N 0012010W - 505953N 0011921W - 505848N 0011958W thence anti-clockwise by the arc of a circle radius 2 NM centred on 505701N 0012124W to 505858N 0012046W - 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
EGRU013A 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
EGRU013B 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
EGRU013C 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
EGRU014A 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 AIP, Part 3 - Heliports, Section AD 3.2
EGRU015A 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
EGRU015B 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
EGRU015C 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
EGRU015D 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
EGRU015E 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU015F 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
EGRU015G 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
EGRU016A 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
EGRU016B 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
EGRU016C 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
EGRU016D 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
EGRU016E 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
EGRU016F 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
EGRU016G 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
EGRU016H 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU016I 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
EGRU017A 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
EGRU017B 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
EGRU017C 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
EGRU019A 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
EGRU019B LERWICK/TINGWALL RWY 02 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
EGRU019C LERWICK/TINGWALL RWY 20 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
EGRU020 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
EGRU021 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
EGRU022 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
EGRU023 HMP GUYS MARSH 505925N 0021325W - 505928N 0021252W - 505901N 0021229W - 505842N 0021316W - 505909N 0021348W - 505925N 0021325W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 346 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGRU024 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
EGRU025 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
EGRU026 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
EGRU027 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
EGRU101A HAVERFORDWEST A circle, 2 NM radius, centred at 515000N 0045739W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU101B HAVERFORDWEST RWY 03 514716N 0045940W - 514732N 0050025W - 514825N 0045937W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 514809N 0045851W - 514716N 0045940W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU101C HAVERFORDWEST RWY 21 515243N 0045539W - 515227N 0045454W - 515135N 0045541W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 515151N 0045627W - 515243N 0045539W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU101D HAVERFORDWEST RWY 09 514940N 0050222W - 515012N 0050224W - 515015N 0050051W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 514942N 0050050W - 514940N 0050222W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU101E HAVERFORDWEST RWY 27 515027N 0045311W - 514955N 0045309W - 514953N 0045426W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515000N 0045739W to 515025N 0045430W - 515027N 0045311W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU103A SWANSEA A circle, 2 NM radius, centred at 513619N 0040404W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU103B SWANSEA RWY 04 513341N 0040638W - 513400N 0040720W - 513453N 0040618W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513434N 0040536W - 513341N 0040638W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU103C SWANSEA RWY 22 513854N 0040133W - 513835N 0040052W - 513745N 0040150W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513804N 0040232W - 513854N 0040133W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU103D SWANSEA RWY 10 513606N 0040854W - 513638N 0040848W - 513632N 0040715W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513559N 0040714W - 513606N 0040854W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU103E SWANSEA RWY 28 513600N 0035931W - 513527N 0035937W - 513534N 0040106W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513619N 0040404W to 513605N 0040053W - 513600N 0035931W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU104A ST ATHAN 512532N 0032328W - 512241N 0032410W thence clockwise by the arc of a circle radius 2 NM centred on 512419N 0032600W to 512532N 0032328W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU104B ST ATHAN RWY 07 512308N 0033043W - 512339N 0033058W - 512400N 0032909W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512419N 0032600W to 512329N 0032854W - 512308N 0033043W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU104C ST ATHAN RWY 25 512530N 0032116W - 512459N 0032101W - 512428N 0032344W - 512503N 0032335W - 512530N 0032116W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU105A CARDIFF 512532N 0032328W thence clockwise by the arc of a circle radius 2.5 NM centred on 512348N 0032036W to 512241N 0032410W - 512532N 0032328W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU105B CARDIFF RWY 12 512500N 0032523W - 512529N 0032500W - 512502N 0032335W - 512429N 0032344W - 512500N 0032523W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU105C CARDIFF RWY 30 512234N 0031546W - 512205N 0031610W - 512226N 0031715W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512348N 0032036W to 512255N 0031652W - 512234N 0031546W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU106A BRISTOL A circle, 2.5 NM radius, centred at 512258N 0024309W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU106B BRISTOL RWY 09 512229N 0024817W - 512302N 0024820W - 512304N 0024708W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512258N 0024309W to 512232N 0024705W - 512229N 0024817W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU106C BRISTOL RWY 27 512325N 0023807W - 512253N 0023804W - 512251N 0023910W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512258N 0024309W to 512323N 0023913W - 512325N 0023807W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGRU107A YEOVILTON 505817N 0024035W thence clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505804N 0023747W - 505817N 0024035W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU107B YEOVILTON RWY 04 505754N 0024053W - 505814N 0024134W - 505832N 0024111W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505817N 0024035W - 505817N 0024026W - 505754N 0024053W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU107C YEOVILTON RWY 22 510310N 0023540W - 510250N 0023459W - 510210N 0023547W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 510232N 0023626W - 510310N 0023540W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU107D YEOVILTON RWY 08 505950N 0024354W - 510022N 0024400W - 510028N 0024241W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505956N 0024235W - 505950N 0024354W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU107E YEOVILTON RWY 26 510110N 0023334W - 510038N 0023328W - 510032N 0023446W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 510104N 0023452W - 510110N 0023334W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU108 PORT OF DOVER 510907N 0012206E thence clockwise by the arc of a circle radius 2.25 NM centred on 510800N 0011900E to 510656N 0011551E - 510907N 0012206E	Upper limit: 1000 FT ALT Lower limit: SFC	Flight permitted by any unmanned aircraft: operating in the service of the Port of Dover Police; operating in the service of the Kent Police; operating in the service of Kent Fire and Rescue Service; or operating with the permission of the Port of Dover Police. SI 1329/2019. Contact: Refer to Statutory Instrument.
EGRU109A GLOUCESTERSHIRE A circle, 2 NM radius, centred at 515339N 0021002W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU109B GLOUCESTERSHIRE RWY 04 515057N 0021212W - 515115N 0021255W - 515204N 0021200W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515148N 0021115W - 515057N 0021212W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU109C GLOUCESTERSHIRE RWY 22 515605N 0020732W - 515547N 0020648W - 515501N 0020740W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515521N 0020821W - 515605N 0020732W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU109D GLOUCESTERSHIRE RWY 04G 515105N 0021200W - 515123N 0021243W - 515203N 0021158W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515147N 0021112W - 515105N 0021200W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has 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
EGRU109E GLOUCESTERSHIRE RWY 22G 515557N 0020735W - 515539N 0020652W - 515459N 0020737W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515520N 0020817W - 515557N 0020735W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU109F GLOUCESTERSHIRE RWY 09 515302N 0021455W - 515335N 0021500W - 515342N 0021316W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515310N 0021310W - 515302N 0021455W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU109G GLOUCESTERSHIRE RWY 27 515414N 0020522W - 515342N 0020517W - 515335N 0020648W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515339N 0021002W to 515408N 0020654W - 515414N 0020522W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU110A KEMBLE A circle, 2 NM radius, centred at 514005N 0020325W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU110B KEMBLE RWY 08 513918N 0020819W - 513950N 0020828W - 514001N 0020638W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 513929N 0020629W - 513918N 0020819W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU110C KEMBLE RWY 26 514052N 0015832W - 514020N 0015823W - 514009N 0020013W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 514041N 0020021W - 514052N 0015832W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU110D KEMBLE RWY 08G 513924N 0020746W - 513956N 0020755W - 514004N 0020638W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 513932N 0020630W - 513924N 0020746W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU110E KEMBLE RWY 26G 514053N 0015853W - 514021N 0015844W - 514012N 0020013W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514005N 0020325W to 514044N 0020023W - 514053N 0015853W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU111A FAIRFORD A circle, 2.5 NM radius, centred at 514101N 0014724W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU111B FAIRFORD RWY 09 514037N 0015302W - 514110N 0015304W - 514112N 0015124W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514101N 0014724W to 514039N 0015123W - 514037N 0015302W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU111C FAIRFORD RWY 27 514124N 0014146W - 514052N 0014144W - 514050N 0014324W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514101N 0014724W to 514122N 0014325W - 514124N 0014146W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU112A NETHERAVON A circle, 2 NM radius, centred at 511453N 0014517W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU112B NETHERAVON RWY 04 511235N 0014751W - 511255N 0014830W - 511333N 0014739W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511312N 0014700W - 511235N 0014751W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU112C NETHERAVON RWY 22 511718N 0014235W - 511657N 0014156W - 511613N 0014255W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511634N 0014335W - 511718N 0014235W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU112D NETHERAVON RWY 11 511535N 0014957W - 511605N 0014941W - 511546N 0014809W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511515N 0014825W - 511535N 0014957W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU112E NETHERAVON RWY 29 511412N 0014038W - 511341N 0014054W - 511400N 0014226W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511453N 0014517W to 511431N 0014210W - 511412N 0014038W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113A BOSCOMBE A circle, 2.5 NM radius, centred at 510912N 0014504W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113B BOSCOMBE RWY 05 510643N 0014908W - 510707N 0014941W - 510749N 0014822W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510724N 0014749W - 510643N 0014908W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113C BOSCOMBE RWY 23 511139N 0014103W - 511114N 0014030W - 511035N 0014145W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511100N 0014218W - 511139N 0014103W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113D BOSCOMBE RWY 05N 510706N 0014834W - 510731N 0014907W - 510753N 0014826W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510727N 0014754W - 510706N 0014834W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113E BOSCOMBE RWY 23N 511114N 0014202W - 511049N 0014129W - 511039N 0014149W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511103N 0014223W - 511114N 0014202W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113F BOSCOMBE RWY 05S 510635N 0014909W - 510700N 0014941W - 510745N 0014817W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510720N 0014743W - 510635N 0014909W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU113H BOSCOMBE RWY 17 511215N 0014526W - 511223N 0014436W - 511139N 0014419W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511142N 0014513W - 511215N 0014526W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU113I BOSCOMBE RWY 35 510608N 0014214W - 510600N 0014304W - 510656N 0014325W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510713N 0014238W - 510608N 0014214W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU114A THRUXTON A circle, 2 NM radius, centred at 511240N 0013549W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: airtraffic@thruxtonairport.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGRU114B THRUXTON RWY 07 511117N 0013954W - 511147N 0014014W - 511209N 0013853W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511139N 0013833W - 511117N 0013954W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: airtraffic@thruxtonairport.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGRU114C THRUXTON RWY 25 511403N 0013144W - 511334N 0013124W - 511312N 0013245W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511342N 0013305W - 511403N 0013144W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: airtraffic@thruxtonairport.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGRU114D THRUXTON RWY 12 511357N 0014004W - 511424N 0013936W - 511354N 0013820W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511326N 0013846W - 511357N 0014004W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: airtraffic@thruxtonairport.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGRU114E THRUXTON RWY 30 511116N 0013150W - 511048N 0013218W - 511118N 0013331W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511240N 0013549W to 511144N 0013301W - 511116N 0013150W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Requests for permission to fly an unmanned aircraft are to be made to the Duty Operations Manager (Tel: 01264-772352 or Email: airtraffic@thruxtonairport.com). Requests are to be made at least 36 hours prior to the intended commencement of a flight.
EGRU115A BRIZE NORTON A circle, 2.5 NM radius, centred at 514500N 0013459W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU115B BRIZE NORTON RWY 07 514344N 0014017W - 514415N 0014032W - 514433N 0013856W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514500N 0013459W to 514402N 0013841W - 514344N 0014017W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU115C BRIZE NORTON RWY 25 514615N 0012940W - 514544N 0012925W - 514527N 0013101W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 514500N 0013459W to 514558N 0013116W - 514615N 0012940W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU116A MIDDLE WALLOP A circle, 2 NM radius, centred at 510828N 0013422W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU116B MIDDLE WALLOP RWY 08 510812N 0013842W - 510844N 0013847W - 510849N 0013729W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510816N 0013731W - 510812N 0013842W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU116C MIDDLE WALLOP RWY 26 510922N 0012924W - 510849N 0012919W - 510842N 0013112W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510914N 0013126W - 510922N 0012924W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU116D MIDDLE WALLOP RWY 17 511125N 0013520W - 511129N 0013429W - 511027N 0013418W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 511024N 0013509W - 511125N 0013520W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU116E MIDDLE WALLOP RWY 35 510530N 0013323W - 510526N 0013414W - 510628N 0013426W thence anti-clockwise by the arc of a circle radius 2 NM centred on 510828N 0013422W to 510631N 0013334W - 510530N 0013323W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU117A OXFORD A circle, 2 NM radius, centred at 515013N 0011912W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU117B OXFORD RWY 01 514710N 0011941W - 514716N 0012032W - 514819N 0012013W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515013N 0011912W to 514813N 0011922W - 514710N 0011941W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU117C OXFORD RWY 19 515316N 0011843W - 515310N 0011751W - 515207N 0011811W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515013N 0011912W to 515213N 0011902W - 515316N 0011843W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU118A BENSON A circle, 2 NM radius, centred at 513654N 0010545W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU118B BENSON RWY 01 513342N 0010601W - 513347N 0010653W - 513459N 0010637W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513654N 0010545W to 513454N 0010545W - 513342N 0010601W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU118C BENSON RWY 19 514006N 0010529W - 514001N 0010437W - 513850N 0010453W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513654N 0010545W to 513854N 0010545W - 514006N 0010529W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU119A CHALGROVE A circle, 2 NM radius, centred at 514028N 0010507W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU120A ODIHAM A circle, 2 NM radius, centred at 511403N 0005634W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU120B ODIHAM RWY 09 511356N 0010140W - 511428N 0010137W - 511425N 0005942W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511403N 0005634W to 511352N 0005944W - 511356N 0010140W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU120C ODIHAM RWY 27 511410N 0005128W - 511338N 0005130W - 511341N 0005326W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511403N 0005634W to 511414N 0005324W - 511410N 0005128W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU121A BLACKBUSHE 511738N 0005215W thence clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 511806N 0004829W - 511801N 0004919W - 511758N 0004954W - 511753N 0005038W - 511746N 0005120W - 511738N 0005215W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU121B BLACKBUSHE RWY 07 511815N 0005513W - 511845N 0005530W - 511904N 0005359W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 511834N 0005343W - 511815N 0005513W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU121C BLACKBUSHE RWY 25 512038N 0004631W - 512007N 0004614W - 511949N 0004743W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 512019N 0004800W - 512038N 0004631W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU122A WYCOMBE AIR PARK/BOOKER A circle, 2 NM radius, centred at 513642N 0004830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU122B WYCOMBE AIR PARK/BOOKER RWY 06 513508N 0005225W - 513536N 0005249W - 513602N 0005131W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513533N 0005107W - 513508N 0005225W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU122C WYCOMBE AIR PARK/BOOKER RWY 24 513817N 0004434W - 513748N 0004410W - 513723N 0004529W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513752N 0004553W - 513817N 0004434W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU122D WYCOMBE AIR PARK/BOOKER RWY 06G 513506N 0005218W - 513535N 0005242W - 513559N 0005129W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513531N 0005104W - 513506N 0005218W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU122E WYCOMBE AIR PARK/BOOKER RWY 24G 513814N 0004433W - 513746N 0004408W - 513720N 0004527W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513749N 0004550W - 513814N 0004433W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGRU122G WYCOMBE AIR PARK/ BOOKER RWY 35 513351N 0004703W - 513344N 0004754W - 513443N 0004815W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513642N 0004830W to 513450N 0004724W - 513351N 0004703W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU123A FARNBOROUGH 511758N 0004954W - 511801N 0004919W - 511806N 0004829W - 511812N 0004723W - 511817N 0004705W - 511851N 0004551W - 511856N 0004537W thence clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511758N 0004954W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU123B FARNBOROUGH RWY 06 511452N 0005042W - 511521N 0005107W - 511536N 0005021W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511507N 0004957W - 511452N 0005042W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU123C FARNBOROUGH RWY 24 511811N 0004233W - 511743N 0004209W - 511727N 0004257W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511755N 0004322W - 511811N 0004233W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124A WHITE WALTHAM A circle, 2 NM radius, centred at 513002N 0004629W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124B WHITE WALTHAM RWY 03 512712N 0004802W - 512727N 0004848W - 512819N 0004807W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 512807N 0004719W - 512712N 0004802W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124C WHITE WALTHAM RWY 21 513247N 0004436W - 513233N 0004349W - 513137N 0004433W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 513154N 0004518W - 513247N 0004436W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124D WHITE WALTHAM RWY 07 512831N 0005037W - 512900N 0005059W - 512926N 0004932W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 512857N 0004910W - 512831N 0005037W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124E WHITE WALTHAM RWY 25 513134N 0004222W - 513104N 0004159W - 513039N 0004326W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 513108N 0004349W - 513134N 0004222W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU124F WHITE WALTHAM RWY 11 513039N 0005100W - 513109N 0005042W - 513052N 0004925W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 513020N 0004939W - 513039N 0005100W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU124G WHITE WALTHAM RWY 29 512909N 0004152W - 512839N 0004210W - 512900N 0004345W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513002N 0004629W to 512930N 0004324W - 512909N 0004152W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU125A HALTON A circle, 2 NM radius, centred at 514732N 0004411W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU125B HALTON RWY 02 514440N 0004521W - 514451N 0004610W - 514546N 0004539W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514535N 0004450W - 514440N 0004521W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU125C HALTON RWY 20 515024N 0004301W - 515013N 0004212W - 514919N 0004243W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514930N 0004332W - 515024N 0004301W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU125D HALTON RWY 07 514615N 0004829W - 514646N 0004846W - 514705N 0004719W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514635N 0004701W - 514615N 0004829W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU125E HALTON RWY 25 514840N 0004002W - 514810N 0003944W - 514753N 0004101W thence anti-clockwise by the arc of a circle radius 2 NM centred on 514732N 0004411W to 514824N 0004117W - 514840N 0004002W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU126A FAIROAKS A circle, 2 NM radius, centred at 512053N 0003331W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU126B FAIROAKS RWY 06 511907N 0003712W - 511934N 0003739W - 512003N 0003626W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W to 511936N 0003558W - 511907N 0003712W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU126C FAIROAKS RWY 24 512239N 0002949W - 512212N 0002922W - 512142N 0003037W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W to 512210N 0003104W - 512239N 0002949W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU127A DENHAM A circle, 2 NM radius, centred at 513518N 0003047W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU127B DENHAM RWY 06 513336N 0003432W - 513404N 0003459W - 513431N 0003344W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513404N 0003317W - 513336N 0003432W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU127C DENHAM RWY 24 513700N 0002704W - 513632N 0002637W - 513605N 0002750W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513633N 0002816W - 513700N 0002704W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU127D DENHAM RWY 12 513623N 0003455W - 513652N 0003431W - 513629N 0003322W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513600N 0003347W - 513623N 0003455W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU127E DENHAM RWY 30 513416N 0002641W - 513347N 0002706W - 513409N 0002810W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513518N 0003047W to 513437N 0002746W - 513416N 0002641W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU128A LONDON HEATHROW A circle, 2.5 NM radius, centred at 512839N 0002741W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU128B LONDON HEATHROW RWY 09L 512814N 0003325W - 512902N 0003325W - 512903N 0003138W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512814N 0003137W - 512814N 0003325W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU128C LONDON HEATHROW RWY 27R 512905N 0002141W - 512816N 0002141W - 512816N 0002344W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512904N 0002344W - 512905N 0002141W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU128D LONDON HEATHROW RWY 09R 512728N 0003315W - 512817N 0003316W - 512817N 0003138W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512729N 0003112W - 512728N 0003315W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU128E LONDON HEATHROW RWY 27L 512819N 0002144W - 512730N 0002144W - 512730N 0002408W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 512839N 0002741W to 512819N 0002343W - 512819N 0002144W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU129A NORTHOLT A circle, 2 NM radius, centred at 513310N 0002511W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU129B NORTHOLT RWY 07 513150N 0002942W - 513221N 0003000W - 513244N 0002819W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513310N 0002511W to 513214N 0002801W - 513150N 0002942W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU129C NORTHOLT RWY 25 513430N 0002035W - 513400N 0002017W - 513335N 0002203W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513310N 0002511W to 513406N 0002221W - 513430N 0002035W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU130A LONDON LUTON A circle, 2.5 NM radius, centred at 515229N 0002206W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU130B LONDON LUTON RWY 07 515120N 0002706W - 515151N 0002720W - 515204N 0002605W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515229N 0002206W to 515133N 0002551W - 515120N 0002706W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU130C LONDON LUTON RWY 25 515336N 0001711W - 515305N 0001657W - 515253N 0001808W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515229N 0002206W to 515324N 0001822W - 515336N 0001711W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU131A ELSTREE A circle, 2 NM radius, centred at 513921N 0001933W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU131B ELSTREE RWY 08 513834N 0002401W - 513906N 0002410W - 513916N 0002246W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513921N 0001933W to 513844N 0002236W - 513834N 0002401W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU131C ELSTREE RWY 26 514008N 0001505W - 513936N 0001456W - 513926N 0001621W thence anti-clockwise by the arc of a circle radius 2 NM centred on 513921N 0001933W to 513958N 0001630W - 514008N 0001505W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU132A LONDON GATWICK A circle, 2.5 NM radius, centred at 510853N 0001125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU132B LONDON GATWICK RWY 08L 510801N 0001635W - 510832N 0001646W - 510844N 0001523W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510812N 0001514W - 510801N 0001635W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU132C LONDON GATWICK RWY 26R 510954N 0000652W - 510922N 0000641W - 510916N 0000730W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510947N 0000743W - 510954N 0000652W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU132D LONDON GATWICK RWY 08R 510755N 0001630W - 510826N 0001641W - 510837N 0001522W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510806N 0001511W - 510755N 0001630W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU132E LONDON GATWICK RWY 26L 510953N 0000613W - 510921N 0000602W - 510909N 0000728W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 510853N 0001125W to 510941N 0000739W - 510953N 0000613W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133A REDHILL 511134N 0001048W thence clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133B REDHILL RWY 07L 511150N 0001237W - 511221N 0001251W - 511235N 0001129W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511204N 0001116W - 511150N 0001237W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133C REDHILL RWY 25R 511354N 0000400W - 511323N 0000347W - 511308N 0000511W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511339N 0000526W - 511354N 0000400W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133D REDHILL RWY 07R 511146N 0001243W - 511218N 0001257W - 511233N 0001128W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511202N 0001115W - 511146N 0001243W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133E REDHILL RWY 25L 511351N 0000355W - 511320N 0000342W - 511305N 0000510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511336N 0000524W - 511351N 0000355W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133F REDHILL RWY 18 511545N 0000848W - 511545N 0000756W - 511448N 0000758W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511447N 0000849W - 511545N 0000848W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133G REDHILL RWY 36 510959N 0000806W - 510959N 0000857W - 511153N 0000854W - 511202N 0000802W - 510959N 0000806W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133H REDHILL RWY H07 511147N 0001226W - 511218N 0001240W - 511230N 0001128W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511159N 0001113W - 511147N 0001226W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133I REDHILL RWY H25 511345N 0000415W - 511314N 0000401W - 511302N 0000510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511333N 0000522W - 511345N 0000415W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU133J REDHILL RWY H18 511528N 0000927W - 511530N 0000836W - 511449N 0000832W thence anti-clockwise by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511442N 0000923W - 511528N 0000927W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU133K REDHILL RWY H36 511002N 0000802W - 511000N 0000854W - 511151N 0000905W - 511200N 0000814W - 511002N 0000802W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU134A BIGGIN HILL A circle, 2.5 NM radius, centred at 511951N 0000157E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU134B BIGGIN HILL RWY 03 511700N 0000013E - 511714N 0000033W - 511744N 0000010W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511951N 0000157E to 511730N 0000037E - 511700N 0000013E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU134C BIGGIN HILL RWY 21 512251N 0000346E - 512236N 0000432E - 512158N 0000403E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 511951N 0000157E to 512212N 0000316E - 512251N 0000346E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU135A LONDON CITY A circle, 2 NM radius, centred at 513019N 0000319E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU135B LONDON CITY RWY 09 513012N 0000136W - 513044N 0000133W - 513041N 0000010E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513019N 0000319E to 513009N 0000007E - 513012N 0000136W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU135C LONDON CITY RWY 27 513026N 0000814E - 512953N 0000811E - 512957N 0000627E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513019N 0000319E to 513029N 0000630E - 513026N 0000814E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU136A STAPLEFORD A circle, 2 NM radius, centred at 513909N 0000922E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU136B STAPLEFORD RWY 03L 513634N 0000654E - 513653N 0000612E - 513743N 0000708E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 513724N 0000750E - 513634N 0000654E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU136C STAPLEFORD RWY 21R 514140N 0001141E - 514122N 0001223E - 514037N 0001132E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 514056N 0001050E - 514140N 0001141E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU136D STAPLEFORD RWY 03R 513634N 0000656E - 513652N 0000613E - 513742N 0000710E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 513723N 0000752E - 513634N 0000656E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU136E STAPLEFORD RWY 21L 514140N 0001143E - 514121N 0001225E - 514036N 0001134E thence anti-clockwise by the arc of a circle radius 2 NM centred on 513909N 0000922E to 514055N 0001051E - 514140N 0001143E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU137A LONDON STANSTED A circle, 2.5 NM radius, centred at 515306N 0001406E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU137B LONDON STANSTED RWY 04 515028N 0001044E - 515050N 0001005E - 515128N 0001103E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515306N 0001406E to 515106N 0001141E - 515028N 0001044E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU137C LONDON STANSTED RWY 22 515552N 0001739E - 515530N 0001817E - 515444N 0001709E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 515306N 0001406E to 515506N 0001630E - 515552N 0001739E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU138A ANDREWSFIELD A circle, 2 NM radius, centred at 515342N 0002657E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU138B ANDREWSFIELD RWY 09L 515311N 0002223E - 515343N 0002219E - 515348N 0002344E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515316N 0002348E - 515311N 0002223E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU138C ANDREWSFIELD RWY 27R 515413N 0003137E - 515341N 0003142E - 515336N 0003010E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515408N 0003006E - 515413N 0003137E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU138D ANDREWSFIELD RWY 09R 515310N 0002223E - 515342N 0002218E - 515347N 0002343E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515315N 0002348E - 515310N 0002223E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU138E ANDREWSFIELD RWY 27L 515412N 0003137E - 515340N 0003142E - 515335N 0003010E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515342N 0002657E to 515407N 0003006E - 515412N 0003137E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU139A ROCHESTER A circle, 2 NM radius, centred at 512107N 0003010E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU139B ROCHESTER RWY 02L 511821N 0002901E - 511833N 0002812E - 511920N 0002842E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 511909N 0002931E - 511821N 0002901E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU139C ROCHESTER RWY 20R 512359N 0003136E - 512347N 0003224E - 512250N 0003148E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 512302N 0003100E - 512359N 0003136E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU139D ROCHESTER RWY 02R 511819N 0002902E - 511831N 0002814E - 511920N 0002844E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 511909N 0002933E - 511819N 0002902E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU139E ROCHESTER RWY 20L 512354N 0003134E - 512342N 0003222E - 512249N 0003149E thence anti-clockwise by the arc of a circle radius 2 NM centred on 512107N 0003010E to 512302N 0003102E - 512354N 0003134E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU140A LASHENDEN/HEADCORN A circle, 2 NM radius, centred at 510923N 0003840E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU140B LASHENDEN/HEADCORN RWY 10 510953N 0003359E - 511024N 0003412E - 511009N 0003544E thence anti-clockwise by the arc of a circle radius 2 NM centred on 510923N 0003840E to 510937N 0003531E - 510953N 0003359E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU140C LASHENDEN/HEADCORN RWY 28 510853N 0004319E - 510821N 0004306E - 510836N 0004136E thence anti-clockwise by the arc of a circle radius 2 NM centred on 510923N 0003840E to 510908N 0004149E - 510853N 0004319E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU141A EARLS COLNE A circle, 2 NM radius, centred at 515452N 0004057E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU141B EARLS COLNE RWY 06 515309N 0003708E - 515337N 0003642E - 515405N 0003759E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515452N 0004057E to 515337N 0003826E - 515309N 0003708E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU141C EARLS COLNE RWY 24 515631N 0004450E - 515603N 0004516E - 515535N 0004358E thence anti-clockwise by the arc of a circle radius 2 NM centred on 515452N 0004057E to 515604N 0004332E - 515631N 0004450E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU142A SOUTHEND A circle, 2.5 NM radius, centred at 513413N 0004136E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU142B SOUTHEND RWY 05 513209N 0003745E - 513236N 0003714E - 513259N 0003807E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 513413N 0004136E to 513233N 0003837E - 513209N 0003745E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU142C SOUTHEND RWY 23 513615N 0004523E - 513549N 0004553E - 513527N 0004505E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 513413N 0004136E to 513554N 0004434E - 513615N 0004523E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU143A LONDON HELIPORT A circle, 2 NM radius, centred at 512812N 0001046W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
EGRU145A KENLEY A circle, 2 NM radius, centred at 511821N 0000536W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU146A UPAVON A circle, 2 NM radius, centred at 511710N 0014652W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU147A WESTON ON THE GREEN A circle, 2 NM radius, centred at 515245N 0011304W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148A LITTLE RISSINGTON A circle, 2 NM radius, centred at 515202N 0014139W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148B LITTLE RISSINGTON RWY 04 514928N 0014421W - 514948N 0014502W - 515038N 0014358W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515018N 0014317W - 514928N 0014421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148C LITTLE RISSINGTON RWY 22 515435N 0013857W - 515415N 0013816W - 515325N 0013920W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515345N 0014001W - 515435N 0013857W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148D LITTLE RISSINGTON RWY 09 515133N 0014621W - 515205N 0014626W - 515210N 0014452W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515138N 0014449W - 515133N 0014621W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148E LITTLE RISSINGTON RWY 27 515236N 0013649W - 515204N 0013645W - 515158N 0013826W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515230N 0013831W - 515236N 0013649W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148F LITTLE RISSINGTON RWY 13 515336N 0014536W - 515400N 0014501W - 515326N 0014357W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515300N 0014429W - 515336N 0014536W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU148G LITTLE RISSINGTON RWY 31 515008N 0013751W - 514943N 0013825W - 515025N 0013943W thence anti-clockwise by the arc of a circle radius 2 NM centred on 515202N 0014139W to 515048N 0013906W - 515008N 0013751W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU149 HMP ASHFIELD 512911N 0022623W - 512908N 0022602W - 512901N 0022556W - 512852N 0022556W - 512843N 0022602W - 512836N 0022619W - 512841N 0022644W - 512854N 0022652W - 512907N 0022641W - 512911N 0022623W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 405 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU150 HMP AYLESBURY 514938N 0004807W - 514935N 0004742W - 514916N 0004724W - 514904N 0004732W - 514857N 0004807W - 514914N 0004830W - 514926N 0004829W - 514938N 0004807W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 311 FT AMSL
EGRU151 HMP BELMARSH/THAMESIDE/ ISIS 513012N 0000557E - 512942N 0000624E - 512930N 0000550E - 512918N 0000540E - 512927N 0000450E - 512952N 0000501E - 513012N 0000557E	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS. NSF: Online Application: https://nsf.nats.aero/drones-and-model-aircraft/ HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 16 FT AMSL
EGRU152 HMP BRISTOL 512909N 0023540W - 512905N 0023520W - 512857N 0023505W - 512849N 0023503W - 512837N 0023512W - 512834N 0023540W - 512848N 0023602W - 512901N 0023600W - 512909N 0023540W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 206 FT AMSL
EGRU153 HMP BRIXTON 512722N 0000738W - 512718N 0000710W - 512709N 0000703W - 512656N 0000707W - 512650N 0000721W - 512653N 0000755W - 512714N 0000758W - 512722N 0000738W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by London Heliport (FRZ - EGRU143A) and HMPPS. London Heliport 020-7228 0181 or email: Info@londonheliport.co.uk HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 125 FT AMSL
EGRU154 HMP BRONZEFIELD 512610N 0002935W - 512618N 0002841W - 512554N 0002832W - 512544N 0002845W - 512541N 0002907W - 512549N 0002925W - 512610N 0002935W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS. NSF: Online Application: https://nsf.nats.aero/drones-and-model-aircraft/ HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 53 FT AMSL
EGRU155 HMP BULLINGDON 515113N 0010603W - 515114N 0010521W - 515103N 0010505W - 515049N 0010507W - 515037N 0010526W - 515038N 0010553W - 515050N 0010610W - 515113N 0010603W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 267 FT AMSL
EGRU156 HMP CARDIFF 512910N 0031002W - 512854N 0030934W - 512834N 0030952W - 512831N 0031011W - 512844N 0031031W - 512902N 0031033W - 512910N 0031002W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 39 FT AMSL
EGRU157 HMP CHELMSFORD 514431N 0002858E - 514416N 0002945E - 514359N 0002948E - 514351N 0002936E - 514352N 0002909E - 514404N 0002833E - 514431N 0002858E	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 135 FT AMSL
EGRU158 HMP COLDINGLEY 511938N 0003849W - 511937N 0003818W - 511917N 0003756W - 511858N 0003841W - 511917N 0003910W - 511938N 0003849W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 174 FT AMSL
EGRU159 HMP DOWNVIEW/HIGH DOWN 512036N 0001131W - 512039N 0001059W - 512019N 0001050W - 511952N 0001055W - 511948N 0001137W - 511959N 0001154W - 512027N 0001150W - 512036N 0001131W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 457 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU160 HMP EAST SUTTON PARK 511311N 0003654E - 511313N 0003731E - 511249N 0003733E - 511235N 0003642E - 511301N 0003632E - 511311N 0003654E	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 376 FT AMSL
EGRU161 HMP EASTWOOD PARK 513819N 0022840W - 513823N 0022800W - 513822N 0022740W - 513803N 0022723W - 513751N 0022754W - 513747N 0022829W - 513819N 0022840W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 117 FT AMSL
EGRU162 HMP ERLESTOKE 511726N 0020243W - 511728N 0020206W - 511703N 0020205W - 511643N 0020217W - 511650N 0020308W - 511712N 0020324W - 511726N 0020243W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 360 FT AMSL
EGRU163 HMP FELTHAM 512644N 0002615W - 512640N 0002532W - 512559N 0002547W - 512607N 0002647W - 512639N 0002641W - 512644N 0002615W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS. NSF: Online Application: https://nsf.nats.aero/drones-and-model-aircraft/ HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 62 FT AMSL
EGRU164 HMP GRENDON 515354N 0010045W - 515352N 0010002W - 515339N 0005949W - 515321N 0005949W - 515310N 0010013W - 515317N 0010046W - 515332N 0010050W - 515354N 0010045W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 296 FT AMSL
EGRU165 HMP HUNTERCOMBE 513536N 0010124W - 513528N 0010033W - 513455N 0010046W - 513504N 0010142W - 513536N 0010124W	Upper limit: 1100 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 691 FT AMSL
EGRU166 HMP MAIDSTONE 511709N 0003128E - 511642N 0003202E - 511622N 0003124E - 511648N 0003046E - 511709N 0003128E	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 123 FT AMSL
EGRU167 HMP PARC 513207N 0033404W - 513211N 0033313W - 513138N 0033308W - 513133N 0033411W - 513158N 0033416W - 513207N 0033404W	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 343 FT AMSL
EGRU168 HMP PENTONVILLE 513256N 0000726W - 513258N 0000659W - 513257N 0000641W - 513231N 0000624W - 513222N 0000721W - 513256N 0000726W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 141 FT AMSL
EGRU169 HMP ROCHESTER 512226N 0002853E - 512227N 0002947E - 512201N 0003010E - 512147N 0003000E - 512136N 0002947E - 512137N 0002930E - 512226N 0002853E	Upper limit: 800 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Rochester Tower (FRZ - EGRU139A) and HMPPS. Contact: Rochester Tower 01634-869969 (Option 3 (Air Traffic Control)) Tower@rochesterairport.co.uk HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 326 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU170 HMP SEND 511647N 0002943W - 511649N 0002911W - 511610N 0002857W - 511605N 0002942W - 511620N 0002953W - 511634N 0002958W - 511647N 0002943W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 182 FT AMSL
EGRU171 HMP SWALESIDE/ELMLEY 512358N 0005051E - 512345N 0005148E - 512306N 0005126E - 512259N 0005101E - 512309N 0005025E - 512358N 0005051E	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 73 FT AMSL
EGRU172 HMP SWANSEA 513706N 0035719W - 513711N 0035655W - 513707N 0035636W - 513647N 0035625W - 513637N 0035706W - 513647N 0035724W - 513706N 0035719W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 27 FT AMSL
EGRU173 HMP THE MOUNT 514353N 0003231W - 514355N 0003207W - 514340N 0003138W - 514313N 0003213W - 514315N 0003255W - 514332N 0003253W - 514343N 0003245W - 514353N 0003231W	Upper limit: 1000 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 539 FT AMSL
EGRU174 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
EGRU175 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 - EGRU143A) 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
EGRU176 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
EGRU177 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
EGRU178 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.
EGRU201A 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.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGRU201B 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.
EGRU201C 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.
EGRU202A 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
EGRU202B 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
EGRU202C 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
EGRU203A 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
EGRU203B 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
EGRU203C 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
EGRU204A 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
EGRU204B 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
EGRU204C 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU204D 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
EGRU204E 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
EGRU205A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU205B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU205C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU205D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU205E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206D 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU206E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206F 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU206G 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU207A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU207B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU207C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU207D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU207E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU208A 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
EGRU208B 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
EGRU208C 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU208D 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
EGRU208E 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
EGRU209A 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
EGRU209B 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
EGRU209C 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
EGRU210A 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
EGRU210B 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
EGRU210C 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
EGRU211A 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
EGRU211B 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
EGRU211C 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**
EGRU211D 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
EGRU211E 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
EGRU211F 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
EGRU211G 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
EGRU212A 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
EGRU212B 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
EGRU212C 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
EGRU212D 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
EGRU212E 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
EGRU213A COVENTRY A circle, 2.5 NM radius, centred at 522211N 0012847W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU213B COVENTRY RWY 05 521952N 0013215W - 522016N 0013250W - 522042N 0013204W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522211N 0012847W to 522019N 0013128W - 521952N 0013215W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU213C COVENTRY RWY 23 522430N 0012519W - 522407N 0012443W - 522340N 0012530W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522211N 0012847W to 522404N 0012606W - 522430N 0012519W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU214A 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
EGRU214B 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
EGRU214C 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
EGRU215A 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
EGRU215B 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
EGRU215C 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
EGRU215D 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
EGRU215E 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
EGRU216A 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU216B 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
EGRU216C 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
EGRU216D 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
EGRU216E 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
EGRU216F 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
EGRU216G 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
EGRU216H 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
EGRU216I 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
EGRU216J 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
EGRU216K 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
EGRU217A NORTHAMPTON/SYWELL A circle, 2 NM radius, centred at 521822N 0004732W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has 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
EGRU217B NORTHAMPTON/SYWELL RWY 03L 521535N 0004908W - 521549N 0004956W - 521641N 0004917W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521822N 0004732W to 521627N 0004829W - 521535N 0004908W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU217C NORTHAMPTON/SYWELL RWY 21R 522108N 0004558W - 522054N 0004510W - 522003N 0004548W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521822N 0004732W to 522017N 0004636W - 522108N 0004558W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU217D NORTHAMPTON/SYWELL RWY 03R 521535N 0004902W - 521548N 0004950W - 521639N 0004912W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521822N 0004732W to 521626N 0004824W - 521535N 0004902W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU217E NORTHAMPTON/SYWELL RWY 21L 522102N 0004556W - 522049N 0004508W - 522002N 0004543W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521822N 0004732W to 522016N 0004631W - 522102N 0004556W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU217F NORTHAMPTON/SYWELL RWY 05 521618N 0005049W - 521643N 0005121W - 521715N 0005014W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521822N 0004732W to 521651N 0004939W - 521618N 0005049W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU217G NORTHAMPTON/SYWELL RWY 23 522015N 0004401W - 521949N 0004328W - 521916N 0004437W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521822N 0004732W to 521943N 0004507W - 522015N 0004401W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU217H NORTHAMPTON/SYWELL RWY 14 522016N 0005109W - 522039N 0005032W - 522000N 0004925W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521822N 0004732W to 521938N 0005004W - 522016N 0005109W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU217I NORTHAMPTON/SYWELL RWY 32 521638N 0004340W - 521614N 0004417W - 521653N 0004522W thence anti-clockwise by the arc of a circle radius 2 NM centred on 521822N 0004732W to 521717N 0004448W - 521638N 0004340W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU218A 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU218B 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
EGRU218C 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
EGRU219A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219F 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU219G 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU220A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU220B 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU220C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU222A 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
EGRU222B 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
EGRU222C 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
EGRU222D 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
EGRU222E 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
EGRU223A PETERBOROUGH/ CONINGTON A circle, 2 NM radius, centred at 522805N 0001503W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU223B PETERBOROUGH/ CONINGTON RWY 10 522803N 0001956W - 522835N 0001952W - 522830N 0001815W thence anti-clockwise by the arc of a circle radius 2 NM centred on 522805N 0001503W to 522758N 0001819W - 522803N 0001956W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU223C PETERBOROUGH/ CONINGTON RWY 28 522808N 0001017W - 522735N 0001021W - 522740N 0001152W thence anti-clockwise by the arc of a circle radius 2 NM centred on 522805N 0001503W to 522812N 0001147W - 522808N 0001017W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU224A 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
EGRU224B FENLAND RWY 18 524711N 0000210W - 524710N 0000116W - 524620N 0000118W thence anti-clockwise by the arc of a circle radius 2 NM centred on 524422N 0000148W to 524621N 0000211W - 524711N 0000210W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU224C 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
EGRU225A 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
EGRU225B 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
EGRU225C 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
EGRU225D 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
EGRU225E 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
EGRU226A 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
EGRU226B 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
EGRU226C 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
EGRU227A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU227B MILDENHALL RWY 11 522215N 0002335E - 522246N 0002348E - 522233N 0002520E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522143N 0002911E to 522201N 0002508E - 522215N 0002335E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU227C MILDENHALL RWY 29 522111N 0003446E - 522040N 0003434E - 522053N 0003302E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 522143N 0002911E to 522124N 0003314E - 522111N 0003446E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU228A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU228B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU228C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU228D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU228E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU229A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU229B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU229C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU230A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU230B 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU230C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU231A 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
EGRU231B 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
EGRU231C 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
EGRU231D 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
EGRU231E 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
EGRU231F 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
EGRU231G 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
EGRU232A 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
EGRU232B 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
EGRU232C NORWICH RWY 27 524052N 0012212E - 524019N 0012213E - 524019N 0012103E thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 524033N 0011658E to 524051N 0012102E - 524052N 0012212E	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU233A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU234A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU234B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU234C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU235 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
EGRU236 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
EGRU237 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
EGRU238 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
EGRU239 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
EGRU240 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
EGRU241 HMP FIVE WELLS 521728N 0004128W - 521727N 0004101W - 521710N 0004054W - 521646N 0004102W - 521645N 0004141W - 521658N 0004205W - 521714N 0004205W - 521728N 0004128W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 226 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU242 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
EGRU243 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
EGRU244 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
EGRU245 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
EGRU246 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
EGRU247 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
EGRU248 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
EGRU249 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
EGRU250 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 - EGRU232A) 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
EGRU251 HMP NOTTINGHAM 525921N 0010935W - 525925N 0010857W - 525856N 0010848W - 525850N 0010906W - 525848N 0010942W - 525905N 0010948W - 525915N 0010946W - 525921N 0010935W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 255 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU252 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
EGRU253 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
EGRU254 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
EGRU255 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
EGRU256 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 - EGRU206A) 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
EGRU257 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
EGRU258 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
EGRU259 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
EGRU260 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
EGRU261 HMP WHITEMOOR 523445N 0000411E - 523456N 0000509E - 523421N 0000527E - 523410N 0000430E - 523445N 0000411E	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 17 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGRU262 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
EGRU301A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU301B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU301C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU301D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU301E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU302A 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
EGRU302B 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
EGRU302C 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
EGRU303A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU303B 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU303C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU303D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU303E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU304A BLACKPOOL A circle, 2.5 NM radius, centred at 534618N 0030143W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU304B 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 Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU304C 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 Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU304D 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 Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU304E 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 Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU305A 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
EGRU305B 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
EGRU305C 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU306A 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
EGRU306B 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
EGRU306C 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
EGRU307A 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
EGRU307B 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
EGRU307C 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
EGRU308A 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
EGRU308B 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
EGRU308C 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
EGRU308D 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
EGRU309A 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU309B 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
EGRU309C 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
EGRU309D 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
EGRU309E 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
EGRU309F 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
EGRU309G 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
EGRU309H MANCHESTER BARTON RWY 14 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
EGRU309I MANCHESTER BARTON RWY 32 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
EGRU310A 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
EGRU310B 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU310C 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
EGRU311A 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
EGRU311B 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
EGRU311C 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
EGRU311D 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
EGRU311E 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
EGRU311F 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
EGRU311G 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
EGRU311H 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
EGRU311I 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
EGRU312A 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU312B 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
EGRU312C 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
EGRU312D 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
EGRU312E 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
EGRU313A 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
EGRU313B 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
EGRU313C 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
EGRU314A DONCASTER SHEFFIELD A circle, 2.5 NM radius, centred at 532831N 0010015W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU314B DONCASTER SHEFFIELD RWY 02 532512N 0010132W - 532522N 0010224W - 532614N 0010156W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532831N 0010015W to 532604N 0010105W - 532512N 0010132W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU314C DONCASTER SHEFFIELD RWY 20 533150N 0005857W - 533140N 0005805W - 533048N 0005833W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532831N 0010015W to 533058N 0005925W - 533150N 0005857W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU315A RETFORD/GAMSTON A circle, 2 NM radius, centred at 531650N 0005705W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU315B 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
EGRU315C 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
EGRU316A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316F 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316G 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316H 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316I 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU316J 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316K 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316L 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316M 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316N 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316O 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316P 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316Q 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316R 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316S 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU316T 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316U 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316V 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316W 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU317A SANDTOFT A circle, 2 NM radius, centred at 533335N 0005130W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU317B SANDTOFT RWY 05 533118N 0005438W - 533141N 0005517W - 533222N 0005409W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533335N 0005130W to 533159N 0005330W - 533118N 0005438W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU317C SANDTOFT RWY 23 533547N 0004830W - 533525N 0004751W - 533448N 0004851W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533335N 0005130W to 533511N 0004930W - 533547N 0004830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU319A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU319B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU319C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320A 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU320B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320F 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320G 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320H 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320I 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320K 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU321A 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
EGRU321B HUMBERSIDE RWY 02 533119N 0002244W - 533132N 0002334W - 533213N 0002305W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533201N 0002215W - 533119N 0002244W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU321C 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
EGRU321D 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
EGRU321E 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
EGRU322A 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
EGRU322B 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
EGRU322C 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
EGRU322D 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
EGRU322E 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
EGRU323A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU323B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU323C 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU324A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU324B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU324C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU325 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
EGRU326 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
EGRU327 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
EGRU328 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
EGRU329 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
EGRU330 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
EGRU331 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
EGRU332 HMP GARTH/WYMOTT 534108N 0024604W - 534108N 0024455W - 534103N 0024428W - 534023N 0024424W - 534022N 0024529W - 534033N 0024603W - 534108N 0024604W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 50 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU333 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
EGRU334 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
EGRU335 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
EGRU336 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
EGRU337 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 Restricted Area (EGR313) Waddington and HMPPS. Contact: RAF Waddington Station Ops 01522-726532 or email: wad-stationops@mod.gov.uk HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 163 FT AMSL
EGRU338 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
EGRU339 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
EGRU340 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
EGRU341 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
EGRU342 HMP MORTON HALL 531026N 0004128W - 531021N 0004043W - 530946N 0004034W - 530938N 0004054W - 530942N 0004135W - 531008N 0004144W - 531026N 0004128W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 79 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU343 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
EGRU344 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
EGRU345 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
EGRU346 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
EGRU347 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
EGRU348 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
EGRU349 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
EGRU350 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
EGRU351 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
EGRU401A 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGRU401B 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
EGRU401C 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
EGRU402A 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
EGRU402B 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
EGRU402C 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
EGRU402D 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
EGRU402E 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
EGRU403A 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
EGRU403B 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
EGRU403C 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU404A 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
EGRU404B 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
EGRU404C 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
EGRU404D 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
EGRU404E 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
EGRU404F 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
EGRU404G 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
EGRU406A 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
EGRU406B 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
EGRU406C 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
EGRU408A 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU408B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU409A 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
EGRU409B 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
EGRU409C 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
EGRU410A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410D 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 AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU410E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410F 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410G 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU411A 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
EGRU412 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
EGRU413 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
EGRU414 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
EGRU415 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
EGRU416 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
EGRU417 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
EGRU501A 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU501B 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
EGRU501C 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
EGRU502A 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
EGRU502B 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
EGRU502C 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
EGRU502D 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
EGRU502E 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
EGRU503A 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
EGRU503B 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
EGRU503C 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
EGRU504A 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU504B 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
EGRU504C 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
EGRU504D 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
EGRU504E 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
EGRU505A 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
EGRU505B 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
EGRU505C 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
EGRU506A 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
EGRU506B 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
EGRU506C 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
EGRU507A EDINBURGH A circle, 2.5 NM radius, centred at 555700N 0032221W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU507B 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
EGRU507C 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
EGRU508A 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
EGRU508B 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
EGRU508C 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
EGRU509A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU510 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
EGRU601A 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
EGRU601B 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
EGRU601C 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
EGRU601D TIREE RWY 11 563040N 0065734W - 563111N 0065716W - 563051N 0065522W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563021N 0065541W - 563040N 0065734W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU601E 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
EGRU602A 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
EGRU603A 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
EGRU604A 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
EGRU604B 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
EGRU604C 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
EGRU605A 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
EGRU605B 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
EGRU605C 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
EGRU605D 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
EGRU605E 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
EGRU605F PERTH/SCONE RWY 15 562844N 0032509W - 562900N 0032418W - 562821N 0032337W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562806N 0032429W - 562844N 0032509W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU605G 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
EGRU606A 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
EGRU606B 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
EGRU606C 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
EGRU607A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701A 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
EGRU701B 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU701C 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
EGRU701D BARRA RWY 11 570143N 0073151W - 570214N 0073140W - 570204N 0073000W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570133N 0073014W - 570143N 0073151W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701E BARRA RWY 29 570111N 0072125W - 570039N 0072136W - 570049N 0072304W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570121N 0072255W - 570111N 0072125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701F BARRA RWY 15 570324N 0073025W - 570345N 0072940W - 570303N 0072834W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570242N 0072919W - 570324N 0073025W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701G BARRA RWY 33 565921N 0072247W - 565900N 0072332W - 565941N 0072436W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570002N 0072351W - 565921N 0072247W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702A 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
EGRU702B 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
EGRU702C 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
EGRU702D BENBECULA RWY 17 573147N 0072334W - 573154N 0072235W - 573049N 0072207W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 573043N 0072306W - 573147N 0072334W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702E BENBECULA RWY 35 572601N 0072004W - 572554N 0072102W - 572651N 0072127W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 572659N 0072028W - 572601N 0072004W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703A INVERNESS A circle, 2.5 NM radius, centred at 573233N 0040251W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU703B 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
EGRU703C 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
EGRU703D 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
EGRU703E 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
EGRU705A 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705B 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705C 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705D 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705E 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 AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706A 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
EGRU706B ABERDEEN/DYCE RWY 05 571012N 0021521W - 571035N 0021602W - 571046N 0021542W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571021N 0021503W - 571012N 0021521W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU706C 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
EGRU706D 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
EGRU706E 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
EGRU706F 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
EGRU706G 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
EGRU706I 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
EGRU801A 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.
EGRU801B 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.
EGRU801C 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.
EGRU801D 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.
EGRU801E STORNOWAY RWY 36 580941N 0061844W - 580938N 0061945W - 581027N 0061954W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581030N 0061853W - 580941N 0061844W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGRU802A 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
EGRU802B 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
EGRU802C 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
EGRU803A 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.
EGRU803B 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.
EGRU803C 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.
EGRU803D 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.
EGRU803E 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.
EGRU901A 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
EGRU902A 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
EGRU902B 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU902C 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
EGRU902D 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
EGRU902E 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
EGRU903A 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
EGRU904A 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
EGRU905A 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
EGRU906A 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
EGRU907A 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
EGRU908A 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
EGRU908B 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
EGRU908C 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
EGRU908D 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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGRU908E 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
EGRU908F 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
EGRU908G 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
EGRU909A 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
EGRU910A 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
EGRU911 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.

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 "EGRU" are applicable to **Unmanned Aircraft Systems only**.

Unmanned Aircraft Systems (UAS) - Data File

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

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

Name Lateral Limits	Upper - lower Limit System/means of activation announcement/information for Civil Flights	Remarks and time of activity
1	2	3
AIRBORNE SURVEILLANCE AND CONTROL (ASAC) TRAINING AREA 513400N 0043000W - 510200N 0043000W - 510119N 0042943W - southwest along the coast to 502358N 0050848W - 502400N 0050900W - 501300N 0044800W - 501305N 0044756W - then east along the coast to 503659N 0021309W - 503700N 0021300W - 512200N 0021300W - 512700N 0032700W - 513250N 0032500W - 514500N 0040000W - 513400N 0043000W	Upper limit: FL240 Lower limit: 2000 FT ALT	Activity: Air Intercepts, Air Combat Manoeuvring activity will take place in this designated area throughout the Bristol Channel, South West Approaches and the Southwest Peninsula of the UK. Service: The aircraft will, wherever possible, be in receipt of a radar service from the most suitable Air Traffic Control Radar Unit. However, when conducting tactical training in the Southwest Approaches, aircraft will normally be operating independently beyond and below land-based radar coverage. Advisory Measures: Details of aircraft operations may be obtained on request from Culdrose Approach on 282.575 MHz or 134.055. Sponsor: 824 Naval Air Squadron, RNAS Culdrose, Tel: 01326-552740. Remarks: Royal Navy ASaC Training Area in the Lundy, Bristol Channel and South West Approaches (SWAPPS) areas. The activity will remain clear of Controlled Airspace, active Danger Areas, Aerodrome Traffic Zones and Military Aerodrome Traffic Zones; unless cleared by, or under the control of, the appropriate authority. RN helicopters are permitted to operate below 3000 FT in IMC once clear of the coast and released by Air Traffic Control. Mode 3/A codes 3700-3707 will be utilised for RN ASaC Training. See Chart ENR 6-17 ROYAL NAVY AIRBORNE SURVEILLANCE and CONTROL (ASaC) TRAINING AREA. This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Activated by NOTAM. Mon-Fri (excluding Bank Holidays). Times will be notified on a weekly basis by NOTAM.
MTA EAST ANGLIAN (EAMTA HIGH) 525836N 0003322W - 524210N 0015344E - 523947N 0015344E - 522528N 0011245E - 522624N 0000434W - 525836N 0003322W	Upper limit: FL660 Lower limit: FL285	AMC - Manageable. Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5. Remarks: Penetrating routes: P5, P144 and UM185. Adjacent routes: L603, L613, M16, N866, P155 and UP6. Hours: Activated by NOTAM.
MTA EAST ANGLIAN (EAMTA LOW) 525836N 0003322W - 524210N 0015344E - 523947N 0015344E - 522528N 0011245E - 522624N 0000434W - 525836N 0003322W	Upper limit: FL285 Lower limit: FL245	AMC - Manageable. Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5. Remarks: Penetrating routes: P5, P144 and UM185. Adjacent routes: L603, L613, M16, N866, P155 and UP6. Hours: Activated by NOTAM.

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

Name Lateral Limits	Upper - lower Limit System/means of activation announcement/information for Civil Flights	Remarks and time of activity
1	2	3
MTA NORTH WALES (NWMTA - NORTH HIGH) 531810N 0050753W - 531505N 0034316W - 530603N 0032604W - 520911N 0033007W - 531234N 0052117W - 531810N 0050753W	Upper limit: FL660 Lower limit: FL285	AMC - Manageable. Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5. Remarks: Adjacent Routes: L15, Q36, UL975 and UN864. Traversing Route: Those sections of UY124 within the bounds of NWMTA (North High) may only be used outside the NWMTA notified hours of activity. Hours: Activated by NOTAM.
MTA NORTH WALES (NWMTA - NORTH HIGH) FBZ 532314N 0051018W - 531957N 0033954W - 530903N 0031910W - 530658N 0031742W - 520730N 0032207W - 520506N 0032453W - 520400N 0032919W - 520434N 0033401W - 530939N 0052817W - 531145N 0052942W - 531401N 0052928W - 531600N 0052737W - 532314N 0051018W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
MTA NORTH WALES (NWMTA - NORTH LOW) 531810N 0050753W - 531505N 0034316W - 530603N 0032604W - 520911N 0033007W - 531234N 0052117W - 531810N 0050753W	Upper limit: FL285 Lower limit: FL195	AMC - Manageable. Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5. Remarks: Adjacent Routes: L15, L18, P16, Q36, (U)L975 and (U)N864. Traversing Route: Those sections of (U)Y124 and Y125 within the bounds of NWMTA (North Low) may only be used outside the NWMTA notified hours of activity. Hours: Activated by NOTAM.
MTA NORTH WALES (NWMTA - NORTH LOW) FBZ 532314N 0051018W - 531957N 0033954W - 530903N 0031910W - 530658N 0031742W - 520730N 0032207W - 520506N 0032453W - 520400N 0032919W - 520434N 0033401W - 530939N 0052817W - 531145N 0052942W - 531401N 0052928W - 531600N 0052737W - 532314N 0051018W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
MTA NORTH WALES (NWMTA - SOUTH HIGH) 531234N 0052117W - 520911N 0033007W - 520149N 0033037W - 520911N 0043030W - 523827N 0051555W - 524529N 0052146W - 531224N 0052141W - 531234N 0052117W	Upper limit: FL660 Lower limit: FL285	AMC - Manageable. Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5. Remarks: Adjacent routes: UY124. The section of L18 between LANON and LIPGO that traverses the NWMTA (South) may only be used outside the hours of the NWMTA (South) activity, or at short notice as directed by ATC, when operations in EGD201B, EGD201C, EGD201D, EGD201H and EGD201J terminate earlier than published, and no military operations are taking place within the NWMTA (South). The authority for the tactical use of L18 in these circumstances is vested in the Military Airspace Manager at Swanwick (Mil). Hours: Activated by NOTAM.

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

Name Lateral Limits	Upper - lower Limit System/means of activation announcement/information for Civil Flights	Remarks and time of activity
1	2	3
MTA NORTH WALES (NWMTA - SOUTH HIGH) FBZ 531740N 0052338W - 531726N 0051749W - 521202N 0032313W - 521002N 0032156W - 520030N 0032236W - 515833N 0032414W - 515712N 0032703W - 515642N 0033031W - 520435N 0043437W - 523532N 0052241W - 524417N 0053000W - 531338N 0053000W - 531548N 0052807W - 531740N 0052338W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
MTA NORTH WALES (NWMTA - SOUTH LOW) 531234N 0052117W - 520911N 0033007W - 520149N 0033037W - 520911N 0043030W - 523827N 0051555W - 524529N 0052146W - 531224N 0052141W - 531234N 0052117W	Upper limit: FL285 Lower limit: FL195	AMC - Manageable. Because of the nature of the military activity within the East Anglian and North Wales MTAs, no Air Traffic Services can normally be provided within this airspace during their periods of activation. For exemptions, see ENR 1.1, paragraph 1.6.3.5. Remarks: Adjacent routes: M17, P16 and (U)Y124. The section of L18 between LANON and LIPGO that traverses the NWMTA (South) may only be used outside the hours of the NWMTA (South) activity, or at short notice as directed by ATC, when operations in EGD201B, EGD201C, EGD201D, EGD201H and EGD201J terminate earlier than published, and no military operations are taking place within the NWMTA (South). The authority for the tactical use of L18 in these circumstances is vested in the Military Airspace Manager at Swanwick (Mil). Hours: Activated by NOTAM.
MTA NORTH WALES (NWMTA - SOUTH LOW) FBZ 531740N 0052338W - 531726N 0051749W - 521202N 0032313W - 521002N 0032156W - 520030N 0032236W - 515833N 0032414W - 515712N 0032703W - 515642N 0033031W - 520435N 0043437W - 523532N 0052241W - 524417N 0053000W - 531338N 0053000W - 531548N 0052807W - 531740N 0052338W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.

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

Name Lateral Limits	Upper - lower Limit System/means of activation announcement/information for Civil Flights	Remarks and time of activity
1	2	3
NAVIGATIONAL FLYING TRAINING SOUTH WEST APPROACHES 485000N 0080000W - 510000N 0080000W - 515459N 0061831W - 515500N 0052000W - 515410N 0051854W - then following the coastline to 513950N 0050440W - 513937N 0050443W following the line of latitude to - 513937N 0051830W - 513610N 0052408W thence anti-clockwise by the arc of a circle radius 18.1 NM centred on 514213N 0045647W to 512430N 0050220W - 512819N 0045543W thence anti-clockwise by the arc of a circle radius 11.34 NM centred on 513815N 0044700W to 513345N 0043019W - 513619N 0043800W - 513629N 0043752W - 513510N 0042400W - 514001N 0042400W thence anti-clockwise by the arc of a circle radius 3.5 NM centred on 514313N 0042144W to 514020N 0041833W - 514012N 0041749W - then following the coastline to 512942N 0034402W - 512900N 0034500W - 511500N 0034700W - 511447N 0034658W - then following the coastline to 500956N 0054002W - 501000N 0054000W - 500400N 0060000W - 495400N 0060000W following the line of latitude to - 495400N 0051200W - 492525N 0051200W - 485000N 0080000W	Upper limit: FL120 Lower limit: 500 FT ALT	Service: The aircraft will, wherever possible, be in receipt of a radar service from the most suitable Air Traffic Control Radar Unit. However, when conducting tactical training in the Southwest Approaches, aircraft will normally be operating independently beyond and below land-based radar coverage. Advisory Measures: Details of aircraft operations may be obtained on request from Culdrose Approach on 282.575 MHz or 134.055. Sponsor: 750 Sqn, RNAS Culdrose Tel: 01326-574121 Ext 7302/ 7267. Remarks: Four aircraft, operating in VMC or IMC at all levels. At times, due to the training nature and profiles of the exercises, the aircraft may be unable to comply with the Rules of the Air for avoiding collisions and/or the Semi-circular Rule. EGD064A, EGD064B and EGD064C (SOUTH WEST COMPLEX - 10,000 FT AMSL to FL 660) - The activation of EGD064A, EGD064B and EGD064C whose base level may occasionally be reduced to 5000 FT AMSL, will be promulgated by NOTAM, RN Navigation Flying Training will be conducted clear of EGD064A, EGD064B and EGD064C. Aircraft will operate on the Regional Pressure Setting or Standard Pressure Setting as appropriate. Note: Aircraft will operate over the sea and remain clear of controlled airspace unless under the control of appropriate authority. See Chart ENR 6-16 ROYAL NAVAL NAVIGATIONAL TRAINING FLYING - SOUTH WEST APPROACHES. This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Mon-Fri 0700-1900 (0600-1800), other times by NOTAM.
TRA 001 515341N 0053338W - 515254N 0051413W - 514039N 0033449W - 513937N 0032926W - 502459N 0034351W - 501648N 0034450W following the line of latitude to - 501648N 0033332W - 494801N 0031025W - 485000N 0080000W - 510000N 0080000W - 511106N 0074003W - 505627N 0071802W - 510318N 0070630W - 511741N 0072805W - 512528N 0071351W - 512400N 0065305W - 514034N 0060027W - 515234N 0060431W - 515341N 0053338W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5. Hours: Mon-Fri 0830-1700 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 002 512448N 0025147W - 512331N 0023410W - 512250N 0023406W - 511859N 0013913W - 511726N 0012843W - 511617N 0012057W - 510123N 0012711W - 504123N 0031845W - 511010N 0031341W - 511505N 0025335W - 512448N 0025147W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5. Hours: Mon-Fri 0830-1700 (0730-1700), Excluding English Public Holidays. TRA may be activated at other times by NOTAM.
TRA 003 531755N 0010606W - 530618N 0000428W - 531232N 0000108W - 525820N 0020321E - 525206N 0023000E - 524010N 0023000E - 523704N 0025356E - 522819N 0024644E - 522842N 0023414E - 523412N 0015410E - 522510N 0012816E - 522631N 0002729W - 530016N 0010043W - 531755N 0010606W	Upper limit: FL245 Lower limit: FL195	Access requirements for civil aircraft are specified in ENR 1.1, paragraph 5.1.5. Hours: Mon-Fri 0830-1800 (0730-1700). Excluding English Public Holidays. TRA may be activated at other times 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 ORBIT AREA 11 LOBE 02 A circle, 20 NM radius, centred at 593800N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 11 LOBE 03 A circle, 20 NM radius, centred at 584400N 0090000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 11 LOBE 04 A circle, 20 NM radius, centred at 584400N 0070000W			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			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 LOBE 02 A circle, 20 NM radius, centred at 602600N 0031000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 LOBE 03 A circle, 20 NM radius, centred at 602500N 0010500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 LOBE 04 A circle, 20 NM radius, centred at 595500N 0051500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 LOBE 05 A circle, 20 NM radius, centred at 595600N 0031000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 12 LOBE 06 A circle, 20 NM radius, centred at 595500N 0010500W			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			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 13 LOBE 02 A circle, 15 NM radius, centred at 544700N 0003000E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 13 LOBE 03 A circle, 15 NM radius, centred at 545700N 0012700E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	

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

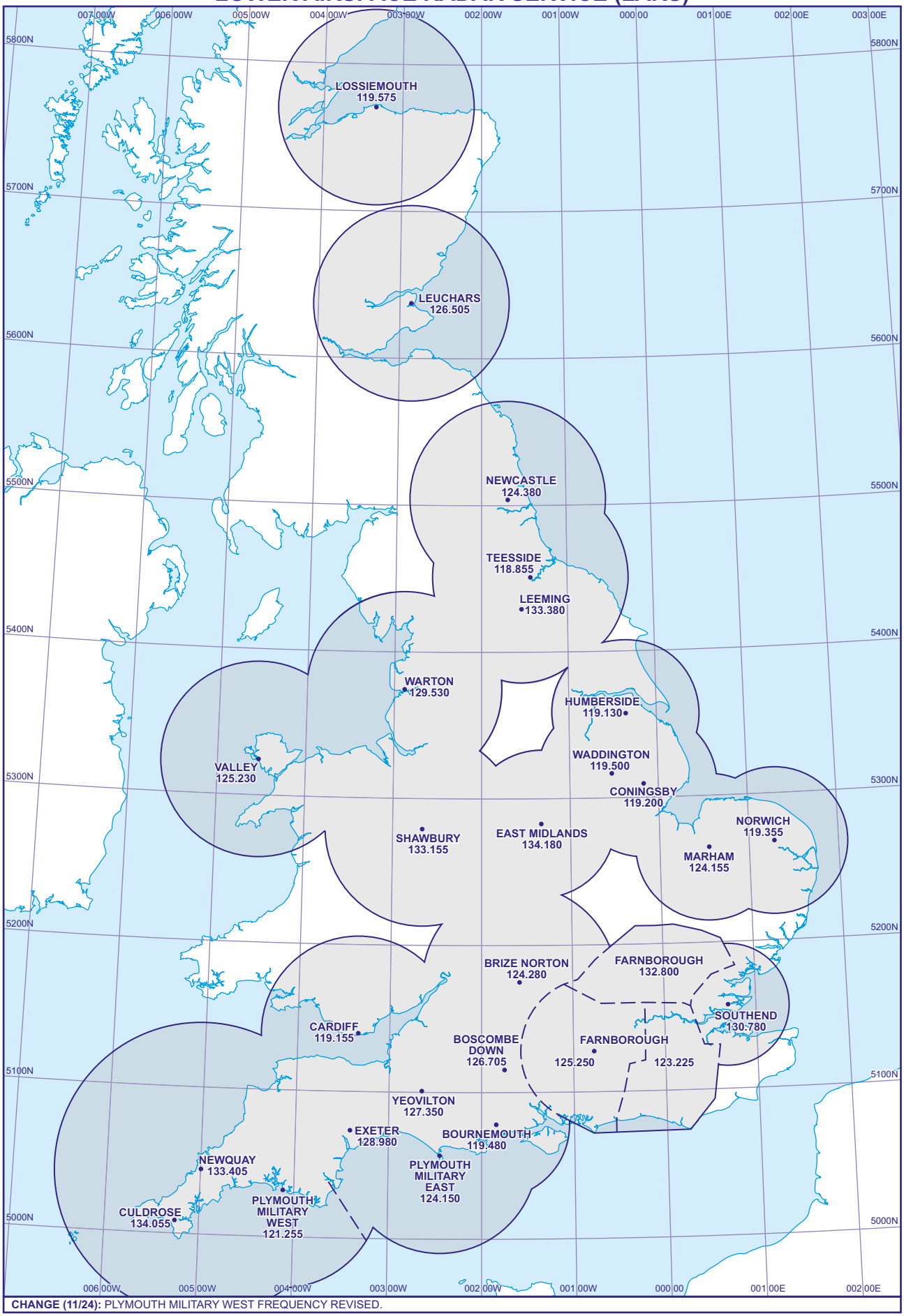
Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
NORTHERN OSA 590000N 0013755E - then along the North Sea Median Line (eastern limit of published Aberdeen Sector) to 560510N 0031455E - 560441N 0024328E - 571227N 0015238W then 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.
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 - 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: METMAN. 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: METMAN. 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
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 - 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: METMAN. 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: METMAN. 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.

INTENTIONALLY BLANK

LOWER AIRSPACE RADAR SERVICE (LARS)

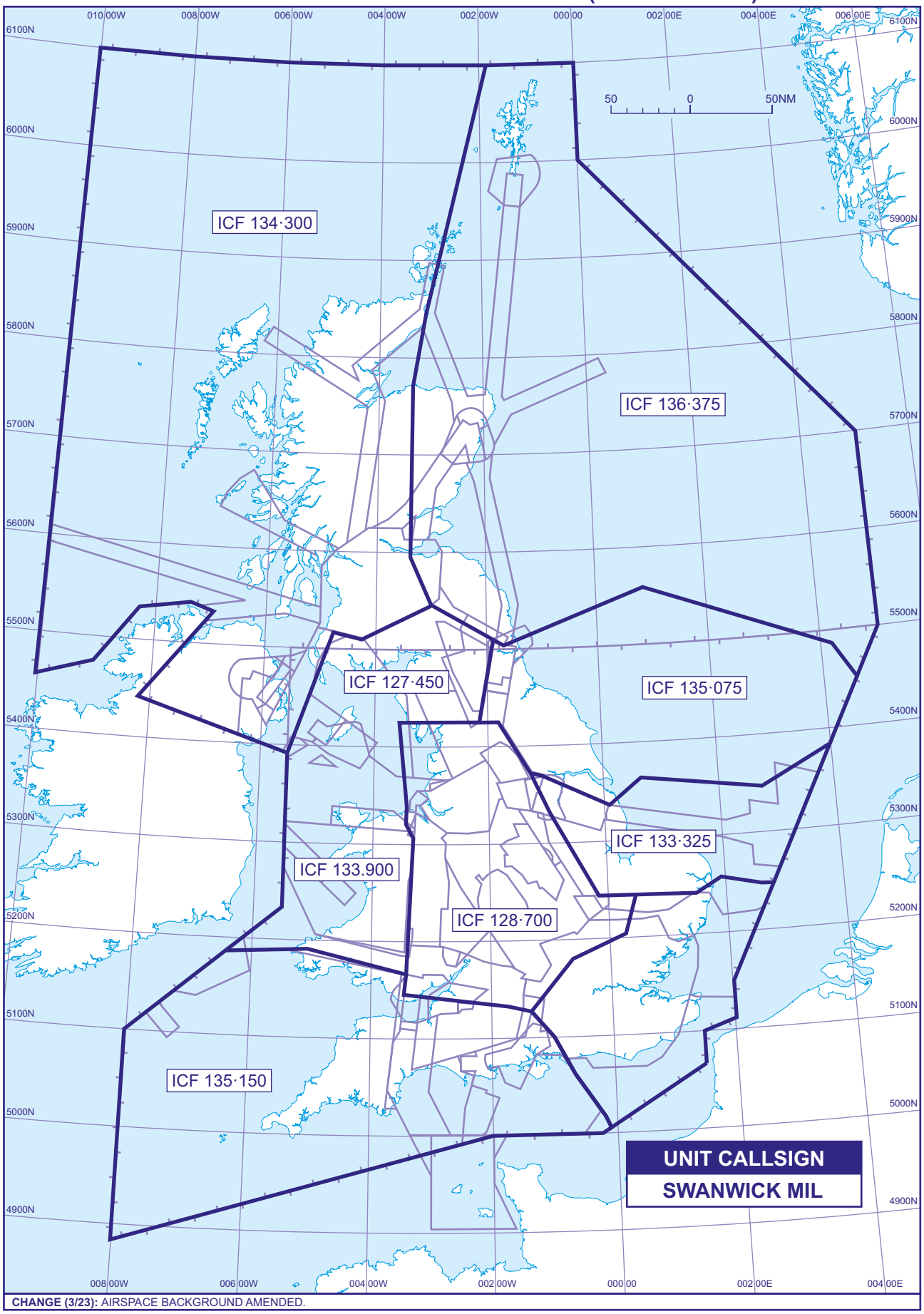


CHANGE (11/24): PLYMOUTH MILITARY WEST FREQUENCY REVISED.

AERO INFO DATE 13 AUG 24

ENR 6-11

RADAR SERVICE - FL100 AND ABOVE (OUTSIDE CAS)

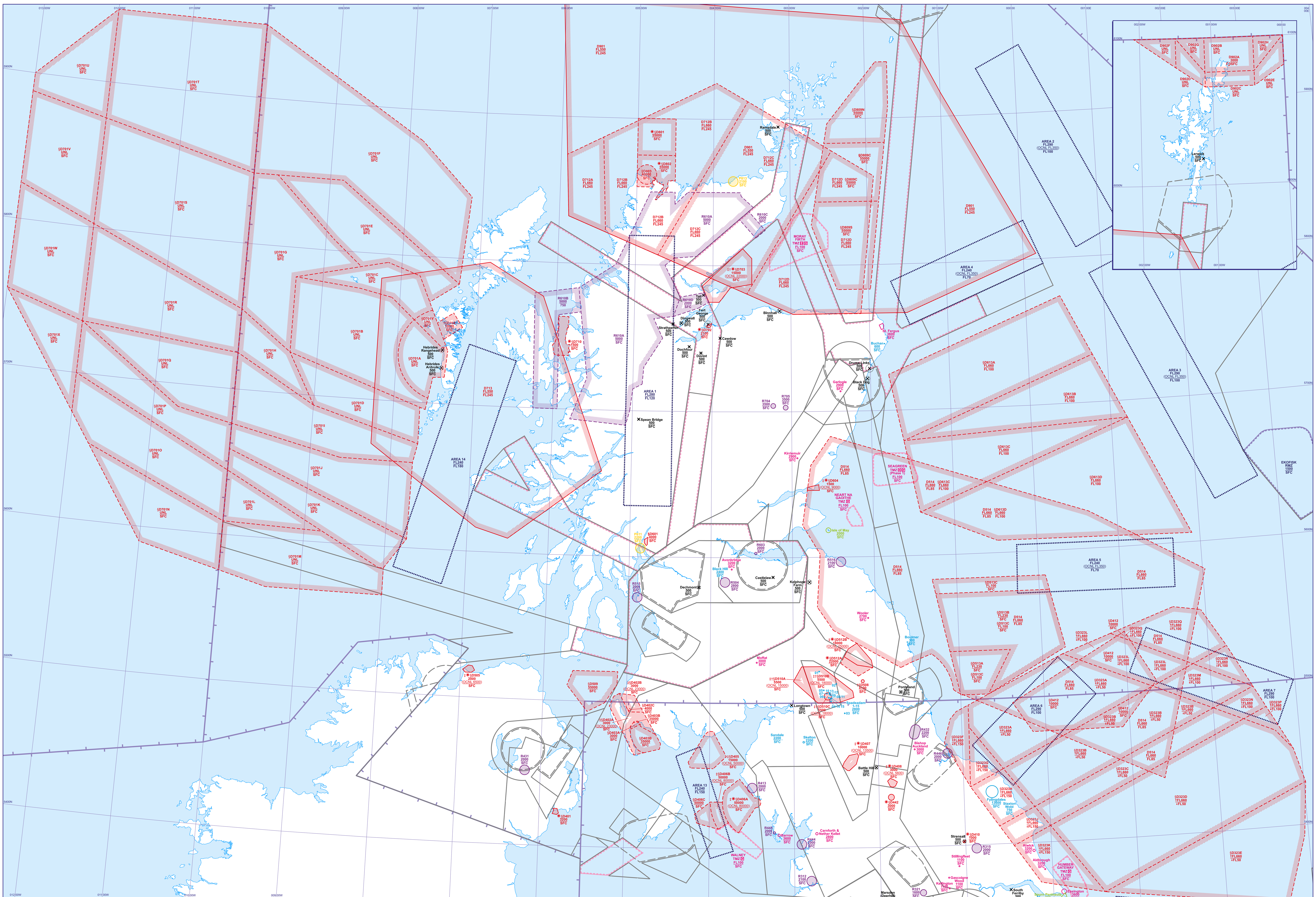


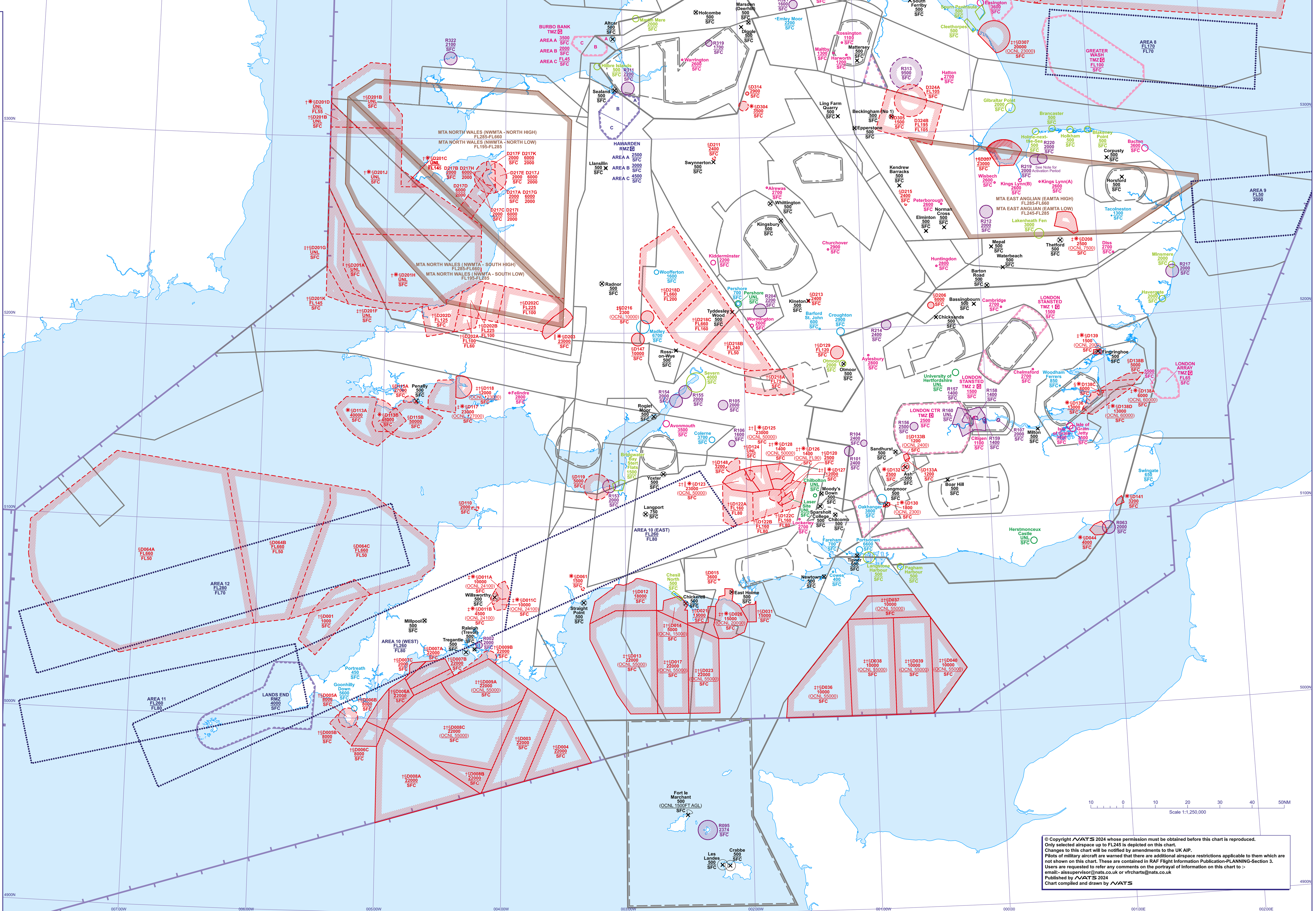
CHANGE (3/23): AIRSPACE BACKGROUND AMENDED.

AERO INFO DATE 02 DEC 22

ENR 6-12

CHART OF UNITED KINGDOM AIRSPACE RESTRICTIONS AND HAZARDOUS AREAS





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

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

Area	Times	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 †§ D009B	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified. (D009B: When 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.
‡✷§ D011A ‡✷§ D011B ‡✷§ D011C	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01837 657210.
†§ D012 ‡†§ D013 ‡†§ D014	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 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 Range Controller ☎ 01929 403765.
‡†§ D017 ‡†§ D021 ‡†§ D023	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 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 124.150 MHz when open. London Information on 124.750 MHz thereafter. Booking: FOST Eastern Area Manager ☎ 01752 557752 for the week before. FOST Duty Operation for the current week. Range Information on ☎ 01929 404859 or 01929 404712.
†§ D031	◆ 0800-1700 Mon-Thu ◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 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 124.150 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 124.150 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 Range TSO ☎ 01303 225503.
✷§ D061	When notified.	§ Exeter APP on 128.980 MHz, at other times London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01395 272972.
§ D064A-C	When notified.	§ London Information on 124.750 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
§ D110	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 07870 377646 or 01395 277891.
✷§ D113A ✷§ 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.
§ D119	When notified.	§ Yeovilton APP on 127.350 MHz, at other times London Information on 124.750 MHz. Pre-flight Information RNAS Yeovilton Air Operations ☎ 01935 455497. Bookings ☎ 01935 455449 or 01278 741337.
†§ D120 †§ D122A-C	When notified.	§ Boscombe Down Zone on 126.705. Pre-flight Information Boscombe Down ATC ☎ 01980 663246.
‡†‖✷§ D123 †§ D124 ‡†‖✷§ D125	H24. When notified. H24.	Boscombe Down ATC on 126.705 when open; other times § via London Information on 124.750 MHz. Pre-flight Information Salisbury Operations ☎ 01980 674710 or 01980 674730 when open. **D123, D125**; See ENR 5.1 for Upper vertical limit change times.
‡†✷§ D126	H24.	Boscombe Down ATC on 126.705 when open; other times § via London Information on 124.750 MHz. Pre-flight Information Salisbury Operation ☎ 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; other times § via London Information on 124.750 MHz. Pre-flight Information Salisbury 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 § D133A ‡§ D133B	When notified. ◆ 0800-2359 Mon-Fri and as notified. ◆ 0800-2359 Mon-Fri and as notified.	§ Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01483 798304.
✷§ 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 Range TSO ☎ 01206 736149.
✷§ D141	H24.	§ Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01303 225879.
§ D147	H24.	§ London Information on 124.750 MHz.
†§ 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.
§ D206	Mon 0400-Fri 2259 and as notified.	§ London Information on 124.600 MHz. Pre-flight Information Cardington Met Office ☎ 01234 744658 or 07513 786573.
†§ D207	◆ 0900-1700 Mon-Thu ◆ 0900-1200 Fri. ◆ 1700-2200 Tue and Thu and as notified (Sep-Apr).	Holbeach Range on 122.755 when open. § Holbeach Range on 122.755 when open; at other times § London Information on 124.600 MHz. Pre-flight Information Range Ops ☎ 01406 550083. Bookings ☎ 01406 550364 Ext 7119.
‡✷§ D208	H24.	§ Lakenheath Zone on 128.900 MHz. Pre-flight Information Range Control ☎ 01842 855367.
§ D211	When notified.	§ London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01785 763134.
§ D213	When notified.	§ Coventry Information on 123.830 MHz when open, at other times § London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01869 257489.
§ D215	When notified.	§ London Information on 124.600 MHz. Pre-flight Information Guard Room ☎ 01780 727644.
‡§ D216	H24.	§ London Information on 124.750 MHz.
§ 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 FL160 Brize Radar on 124.280, at/above FL160 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.
✷§ D304	When notified.	§ Manchester APP on 118.580 MHz. Pre-flight Information Range TSO ☎ 01785 763134.
§ D305	When notified.	§ London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 07769 730481.
‡†§ D307	◆ 0900-1630 Mon-Thu ◆ 0900-1500 Fri. ◆ 1630-2200 Mon and Wed and as notified (Sep-Apr).	Donna Nook Range on 122.755 when open. § Donna Nook Range on 122.755 when open; at other times § London Information on 124.600 MHz. Pre-flight Information Range ATC ☎ 01507 359126.
§ D314	◆ 0800-1900 Mon-Fri.	§ Manchester APP on 118.580 MHz. Pre-flight Information HSE (The Health and Safety Executive) ☎ 02030 282000.
†§ D323A-H D323J-N D323P-R	When notified.	§ London Information on 125.475 MHz. Booking: Military Airspace Management Cell - Managed Airspace ☎ 01489 612495.
†§ D324A †§ D324B	When notified.	Waddington ATC on 119.500 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 Range Control ☎ 02844 610392.
‡§ 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 Kirkcudbright Range TSO ☎ 01412 248500/248501 (DTSO).
‡✷§ 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 Range TSO ☎ 01768 343223/343225/343226.
‡✷§ D408	◆ 0830-1630 and as notified.	§ Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information Range TSO ☎ 01748 875502.
✷§ D410	When notified.	§ Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information Range TSO ☎ 01904 442966.
§ D412	When 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 Range TSO ☎ 01748 875502.
‡✷§ D505	◆ 0800-2359 daily.	§ Scottish Information on 127.275 MHz. Pre-flight Information Range TSO ☎ 02877 720029.
†§ D508	◆ 0800-1700 Mon-Fri and as notified.	Newcastle APP on 124.380 MHz. § Scottish Information on 119.875 MHz. Pre-flight Information Range Reception ☎ 01434 220952.
§ D509	When 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 ‡✷§ D512B	When notified, *not from* ◆ 0600-0900 Mon-Fri or ◆ 1700-1900 Mon-Thu. H24. For notifiable upper limit extension, *not from* ◆ 0600-0900 Mon-Fri or ◆ 1700-1900 Mon-Thu.	§ Scottish Information on 119.875 MHz. Pre-flight Information Range Control ☎ 01912 394261.
§ 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 Range TSO ☎ 01412 248123.
‡✷§ D604	H24.	§ Leuchars APP on 126.505. Pre-flight Information Range TSO ☎ 01313 103426.
§ 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 APP/Tower on 122.605 MHz when open; at other times Scottish Information on 134.850 MHz. Pre-flight Information Range TSO ☎ 01313 108124 or 01313 108114.
‡†✷§ D703	◆ 0900-2200 Mon-Thu ◆ 0900-1400 Fri and as notified.	Tain Range on 122.755 when open. § Tain Range on 122.755 when open; at other times. Scottish Information on 134.850 MHz. Pre-flight Information Range ATC ☎ 01862 892185 Ext 4945.
†§ 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.
✷§ D801 ✷§ D802 § D803	When notified.	§ Scottish Information on 133.675 MHz. Pre-flight Information Range Control ☎ 01971 511242 when open; at other times Tain Range ATC ☎ 01862 892185 Ext 4945.
§ 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.

CHANGE (11/24): EGD407 WARCOP TELEPHONE NUMBERS REVISED. EGD003, EGD004, EGD006A/B/C, EGD007A/B/C, EGD008A/B/C, EGD009A/B PLYMOUTH MILITARY FREQUENCY REVISED.

AERO INFO DATE 19 AUG 24

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 Balliwick 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. A flight in accordance with a permission issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department.
R107	Belmarsh	Applies to helicopters only, except those making an IFR approach (cloud break purposes) to London/City Airport or operated by UK Police Forces.
R153	Hinkley Point	(i) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hinkley Point. PPR. (ii) Flight permitted by a helicopter flying within the Bridgewater Bay Danger Area remaining at least 1NM from the installation (511233N 0030749W).
R154	Oldbury	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Oldbury. PPR.
R155	Berkeley	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Berkeley. PPR.
R156	Windsor Castle	Flight permitted by: any aircraft operating for or on behalf of; National Police Air Service, The Helicopter Emergency Medical Service, The Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operating for or on behalf of The King's Helicopter Flight, or operated by a member of the Royal Family; any aircraft flying in accordance with an agreed exemption issued by, or with the permission of, the Metropolitan Police (Royalty and Special Protection); or landing in the grounds of Windsor Great Park at the invitation of the Director of Royal Travel provided that Protective Security Operations (PSO) has been informed in advance of such intended flight or landing; any aircraft approaching to, or departing from, London Heathrow Airport.
R157 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.
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	**In the period starting 0001 hours on 1 December and ending at 0001 hours on 1 March each year.** 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 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.
R313	Scampton	Activated by NOTAM. Information from Waddington ATC ☎ 01522 727451 / 727452 or Waddington Zone 119.500 MHz/232.700 MHz. Non-radio aircraft may obtain a pre-flight clearance from Waddington ATC ☎ 01522 727451 / 727452. Radio equipped aircraft may request an in-flight clearance to enter R313 from Waddington Zone on 119.500 MHz/232.700 MHz.
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.
R413	Sellafield	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sellafield. PPR.
R431	Maghaberry	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 a Search and Rescue operation, or The King's Helicopter Flight. Any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either operated by a member of the Royal Family, or landing in the grounds of Balmoral at the invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing.
R705	Birkhall	Flight permitted by: any aircraft operated by, or on behalf of, Police Scotland, the Scottish Air Ambulance Service, the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation, or The King's Helicopter Flight. Any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either operated by a member of the Royal Family, or landing in the grounds of Birkhall at the invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing.

Prohibited Areas - All have EG as the national prefix

Area	Name
P611	Coulport/Faslane
P813	Dounreay

Permanently Sited Lasers

Site	Remarks
Chilbolton	Visible 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.
QinetiQ Pershore	
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.
University of Hertfordshire	Visible beam is potentially hazardous to aircrew. System extinguishes beam when aircraft are observed by radar with +/- 15 degrees of the vertical position. Operational H24.

Military Training Areas

Area	Level	Times
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 264.825 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. AARA 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	Status	Site	Status
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 areadvised to avoid flying below the altitude and within the boundary of the areas shown on the chart.

Transponder Mandatory Zones (TMZ)

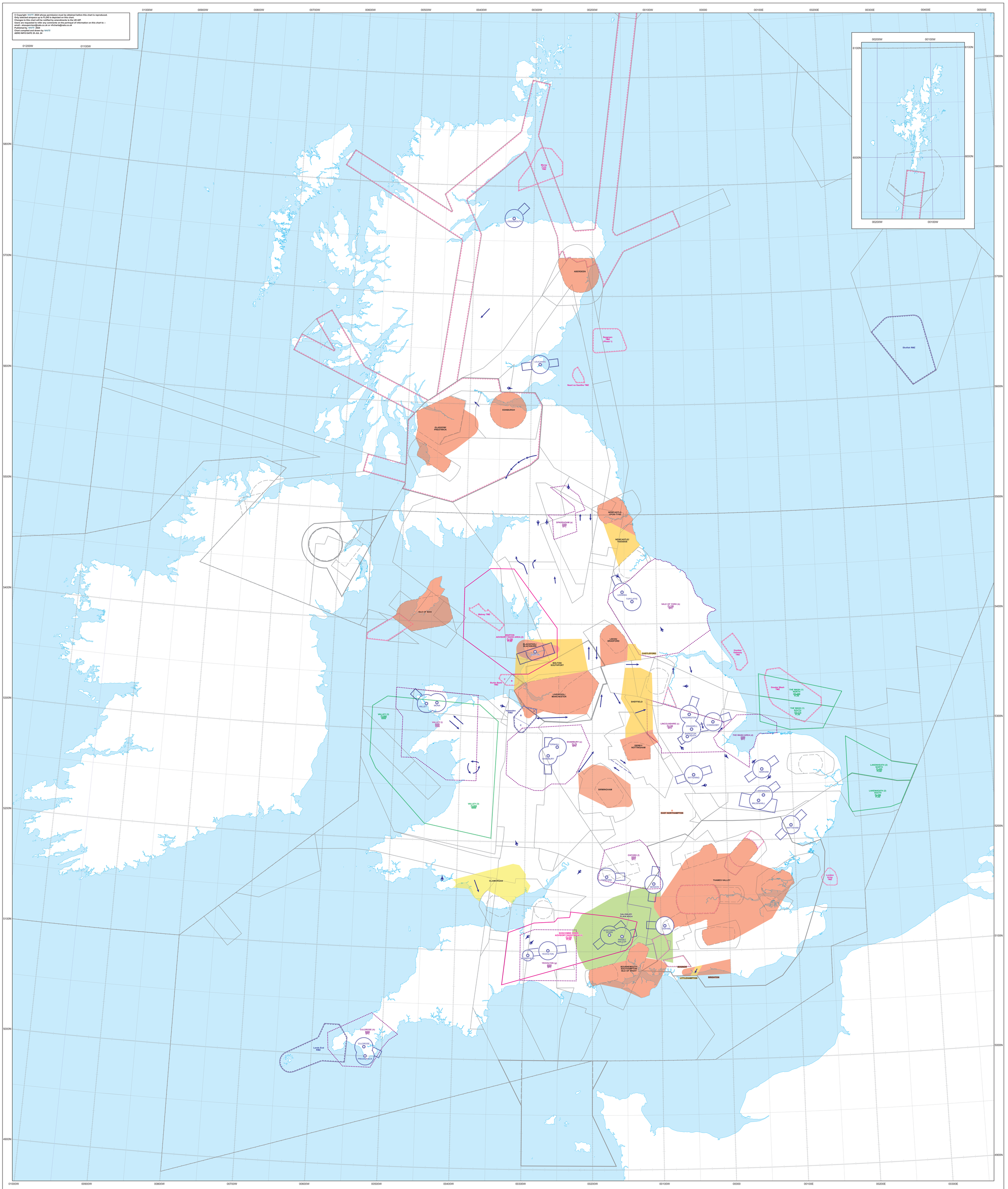
Radio Mandatory Zones (RMZ)

Scale 1:1,250,000 (10 0 10 20 30 40 50NM)

© Copyright NATS 2024 whose permission must be obtained before this chart is reproduced.
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
Published by NATS 2024
Chart compiled and drawn by NATS

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

© Copyright NATS 2024 whose permission must be obtained before this chart is reproduced.
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:- aisupervisor@nats.co.uk or vfrcharts@nats.co.uk
Published by NATS 2024
Chart compiled and drawn by NATS
AERO INFO DATE 25 JUL 24



Areas of Intense Air Activity

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

a. SPADEADAM	× Mon-Thu 0900-1700 (0800-1600) and Fri 0900-1600 (0800-1500).	SUACS from Spadeadam on 128.725 MHz. SUAAIS from Newcastle on 124.380 MHz .
b. VALE OF YORK	× Mon-Fri 0900-1700 (0800-1600).	LARS from Leeming ATC on 133.380.
c. LINCOLNSHIRE	× Mon-Fri 0900-1700 (0800-1600).	LARS from Waddington ATC on 119.500 MHz and Coningsby ATC on 119.200 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 119.200 MHz and Waddington ATC on 119.500 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 127.350 MHz. Note: For aircraft in transit south of a line east to west through Dorchester, a LARS is available from Plymouth Military Radar on 124.150 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-lfoffbc@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 (10/24): BOSCOMBE DOWN ADVISORY RADIO AREA FREQUENCY REVISED. THE WASH AIAA, MARHAM LARS FREQUENCY REVISED. CULDROSE AIAA CULDROSE ATC FREQUENCY REVISED. SHAWBURY AIAA, SHAWBURY ATC FREQUENCY REVISED. VALE OF YORK AIAA, LEEMING ATC FREQUENCY REVISED. OXFORD AIAA, BRIZE NORTON FREQUENCY REVISED.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		793 x 60 M				RWY 31 Asphalt at intersection with 08/26. The surface remains undulating. Runways 03/21 and 13/31 have no associated stopways or clearways.

EGJA AD 2.13 DECLARED DISTANCES

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

EGJA AD 2.14 APPROACH AND RUNWAY LIGHTING

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

→

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 portable electric				Portable electric. Available at 20 minutes notice. White Light intensity low	portable electric Red		

EGJA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 494225.77N 0021259.72W (LGTD) and 494226.27N 0021258.27W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lighting on Taxiway B only.
4	Secondary power supply/switch-over time	Yes. 10 seconds.
5	Remarks	Apron floodlighting.

EGJA AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGJA AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

ALDERNEY EGJA

AERODROME CHART - ICAO

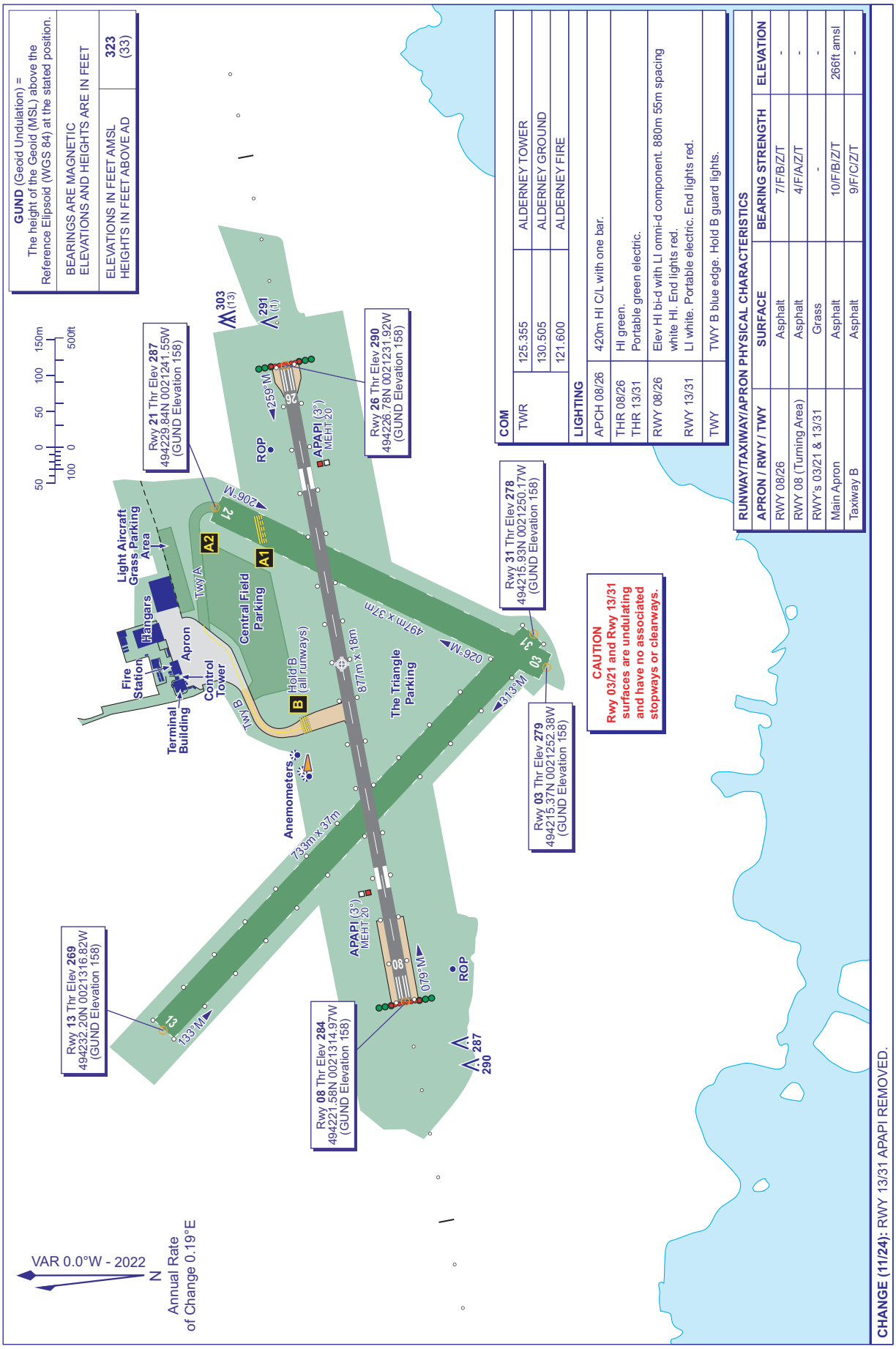
ARP 494224N 0021252W

AD ELEV 290FT

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL 323 (33)
HEIGHTS IN FEET ABOVE AD



COM		
TWR	125.355	ALDERNEY TOWER
	130.505	ALDERNEY GROUND
	121.600	ALDERNEY FIRE

LIGHTING	
APCH 08/26	420m HI C/L with one bar.
THR 08/26 THR 13/31	HI green. Portable green electric.
RWY 08/26	Elev HI bi-d with LI omni-d component. 880m 55m spacing white HI. End lights red.
RWY 13/31	LI white. Portable electric. End lights red.
TWY	TWY B blue edge. Hold B guard lights.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 08/26	Asphalt	7/F/B/Z/T	-
RWY 08 (Turning Area)	Asphalt	4/F/A/Z/T	-
RWY's 03/21 & 13/31	Grass	-	-
Main Apron	Asphalt	10/F/B/Z/T	266ft amsl
Taxiway B	Asphalt	9/F/C/Z/T	-

CHANGE (11/24): RWY 13/31 APAPI REMOVED.

AERO INFO DATE 16 AUG 24

INTENTIONALLY BLANK

EGPR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	BARRA INFORMATION	118.080 MHz DOC 25 NM/ 4000 FT.			Mon-Sat 1030-1530 (0930-1430); Sun 1100-1215 (1000-1115).	ATZ hours coincident with AFIS hours, but not by arrangement. ATZ/AFIS Mon-Fri hours of service regularly change due to tidal variation, consult FIS Barra for information.

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 3.11°W (2022)	BRR	316.000 kHz	Mon-Sat 1030-1530 (0930-1430); Sun 1100-1215 (1000-1115); and by arrangement.	570133.21N 0072657.00W		On AD. Range 15 NM.

EGPR AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

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

Obstacle protected surfaces are infringed by high ground up to 700 FT AMSL between the south and west, and to a lesser extent by high ground up to 340 FT AMSL to the north of the aerodrome. The minima of 3 KM visibility and cloud base of 1000 FT AAL must therefore

be strictly adhered to, except where an AOC holder has a less restrictive State authorised approach minima. Pilots must be able to see and avoid obstacles on take-off and landing.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

i. Runways 07/25, 11/29 and 15/33. Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.

7 TRAINING

Not applicable

EGPR AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGPR AD 2.22 FLIGHT PROCEDURES

Not applicable

EGPR AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPR AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGPR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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: 2000 FT AGL Lower limit: SFC	D	ALDERGROVE APPROACH English	6000 FT		

EGAA AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	ALDERGROVE APPROACH	133.125 MHz DOC 60 NM/ 24,500 FT.			H24	ATZ hours coincident with Approach hours.
TWR	ALDERGROVE GROUND	121.755 MHz DOC 2 NM/ GND			As directed by ATC	When notified by ATIS, Radar and Tower will be provided as a combined function on frequency 133.125 MHz, Callsign 'Aldergrove'.
	ALDERGROVE TOWER	118.300 MHz DOC 25 NM/ 4,000 FT.			H24	
RADAR	ALDERGROVE DIRECTOR	120.905 MHz DOC 40 NM/ 19,500 FT.			0700-2200 (0600-2100)	
ATIS	ALDERGROVE INFORMATION	126.130 MHz DOC 60 NM/ 20,000 FT.			H24	
OTHER	BELFAST FIRE	121.600 MHz Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	ALDERGROVE EMERGENCY	121.500 MHz 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/LLZ I 2.15°W (2022)	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/LLZ III 2.16°W (2022)	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 2.16°W (2022) 2.40°W (2019)	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 R227-347). 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.

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	0.30°E (2022) / 0.20°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@blackbusheairport.co.uk www.blackbusheairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGLK AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-1800 (0600-1700), and by arrangement within period 1800-2200 (1700-2100).
2	Customs and immigration	By arrangement through FIS/ATSU
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.blackbusheairport.co.uk/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 UL91 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 UL91 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.blackbusheairport.co.uk/hotels.
2	Restaurants	Pathfinder Cafe open 0800-1600 (0700-1500) daily: www.blackbusheairport.co.uk/cafe.
3	Transportation	Pre-booked Taxis or Chauffeur Services: See www.blackbusheairport.co.uk/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.blackbusheairport.co.uk/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.blackbusheairport.co.uk/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. RFF Category 1 between 1200-1400 (1100-1300). RFF Category 2 available during these hours by prior arrangement.
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: 9.5 M Surface: Asphalt Taxiway ECHO: 15 M Surface: Asphalt Taxiway FOXTROT: 10 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. Taxiway light(s): Blue edge lights from runway to holding points A2, C1, D & E1.
3	Stop bars and runway guard lights (if any)	Runway guard lights at holding points A1, C1, D, E1.
4	Other runway protection measures	Illuminated runway hold signs at A1, C1, D, E1.
5	Remarks	Three WDIs (LGTD): 511926.18N 0005105.76W - 511931.28N 0005041.35W - 511923.79N 0005027.49W. WDI: 511917.58N 0005111.38W.

EGLK 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**
(EGLK4230) 07/TAKE-OFF 25/ APPROACH	MAST	512124.71N 0004321.29W	766 FT	348 FT	No	
(EGLK4057) 07/APPROACH 25/ TAKE-OFF	COMMS MAST	511926.64N 0005139.25W	390 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**
TRAINING AREA 2	CRANE	511911.25N 0004824.62W	425 FT	100 FT	Yes Solid white.	Gibraltar Barracks, Minley Road.
TRAINING AREA 1	CRANE	511856.58N 0004848.72W	425 FT	100 FT	Yes Solid white.	Gibraltar Barracks, Minley Road.

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.blackbusheairport.co.uk/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 (PCN)	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		

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
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 from runway to holding points A2, C1, D & E1.
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: 2000 FT AGL 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.

EGLK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	BLACKBUSHE INFORMATION	122.305 MHz DOC 10 NM/ 3,000 FT.			0700-1800 (0600-1700), and by arrangement within period 1800-2200 (1700 2100).	AFIS service is subject to downgrade to A/G at short notice.
OTHER	BLACKBUSHE RADIO	122.305 MHz 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 0.30°E (2022)	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.blackbusheairport.co.uk/vfr.

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

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

5 HELICOPTER OPERATIONS

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

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

6 USE OF RUNWAYS

a) When the RVR at Blackbushe is reported as 1500 M or less, Low Visibility Safeguarding will be implemented. The aerodrome will be unavailable to fixed wing VFR traffic.
b) When the RVR at Blackbushe is reported as 800 M or less, LVPs will be implemented. All arrivals are prohibited and only IFR departures permitted. Aircraft departing IFR will be required to inform the ATSU of their designated take-off alternate, as returning to the aerodrome will be unavailable. Departures IFR during LVPs must be in accordance with regulatory, or operator defined minima.
c) When the RVR is reported as 250 M or less the aerodrome will close.
d) The Airport and its runways can be closed at the Airport Managements discretion.
e) PPR is required via website or telephone for all movements.

7 TRAINING

Not applicable.

EGLK AD 2.21 NOISE ABATEMENT PROCEDURES

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

EGLK AD 2.22 FLIGHT PROCEDURES

1 GENERAL

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

p) IFR jet & turbo-prop traffic will operate straight-in “long final” approaches to Blackbushe. This is to facilitate the integration with Farnborough airspace, and to avoid faster types using the visual circuit with much slower aircraft.

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

2 JOINING AND DEPARTURE PROCEDURES

a) There are two standard VFR / SVFR joins:

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

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

www.blackbusheairport.co.uk/vfr.

3 MISSED APPROACHES

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

i. Runway 07

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

ii. Runway 25

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

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

4 LOCAL FLYING AREA

a) Within a Local Flying Area (LFA) of 2 NM radius, centered on the aerodrome (511926N 0005051W) excluding that part of the circle on or south of the M3 motorway, and that part north of a line joining positions 511705N 0005508W - 512112N 0004247W. The part north of these positions is existing Blackbushe ATZ.

b) Pilots are required to contain their circuits within the LFA and ATZ. In particular, on Runway 25 note to turn base leg west of Hawley Lake to avoid infringing the CTR to the east. On Runway 07 turn base leg east of The Elvetham Hotel to avoid infringing the CTR to the west. See circuit diagrams on Blackbushe Airport website for more information.
c) Pilots of aircraft operating within LFA are responsible for providing their own separation from other aircraft operating within the LFA.
d) VFR flights may take place within the LFA subject to the following conditions:

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

5 SPECIAL VFR IN THE LOCAL FLYING AREA

a) When the official meteorological report at EGLF Farnborough indicates a ground visibility less than 5 KM, all aircraft operating within the Blackbushe LFA will be considered as special VFR flights and compliance with published procedures within this section will be accepted as compliance with a special VFR clearance.
b) In accordance with ORS4 1467, the CAA has authorised an exemption to SERA 8005(b)(5), permitting multiple special VFR aircraft to operate simultaneously within the LFA subject to the following conditions:

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

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

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

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

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

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

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

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

1. Remain clear of cloud and with the surface in sight;
2. Maximum altitude: 1500 FT QNH;
3. Fly at a speed of 140 KT IAS or less;
4. A minimum cloud ceiling of 600 FT;

5. A minimum flight visibility of 1500 M;
6. In compliance with the requirements of ENR 1.2.

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

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

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

6 AIRCRAFT IN THE FARNBOROUGH CTR OUTSIDE THE BLACKBUSHE LFA

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

7 ATS ROUTE FLIGHTS

a) **General**

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

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

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

b) **Flight Plans**

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

c) **Inbound Aircraft**

i. **Routes**

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

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

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

ii. **Inbound Procedures**

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

iii. **Speed Limits**

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

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

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

d) **Departing Aircraft**

i. **Routes**

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

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

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

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

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

Note: *See UK Standard Route Document:*

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

ii. **Procedures**

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

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

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

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

e) **Warnings**

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

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

EGLK AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGLK AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGLK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 511926N 0005051W

AD ELEV 325FT

BLACKBUSHE
EGLK

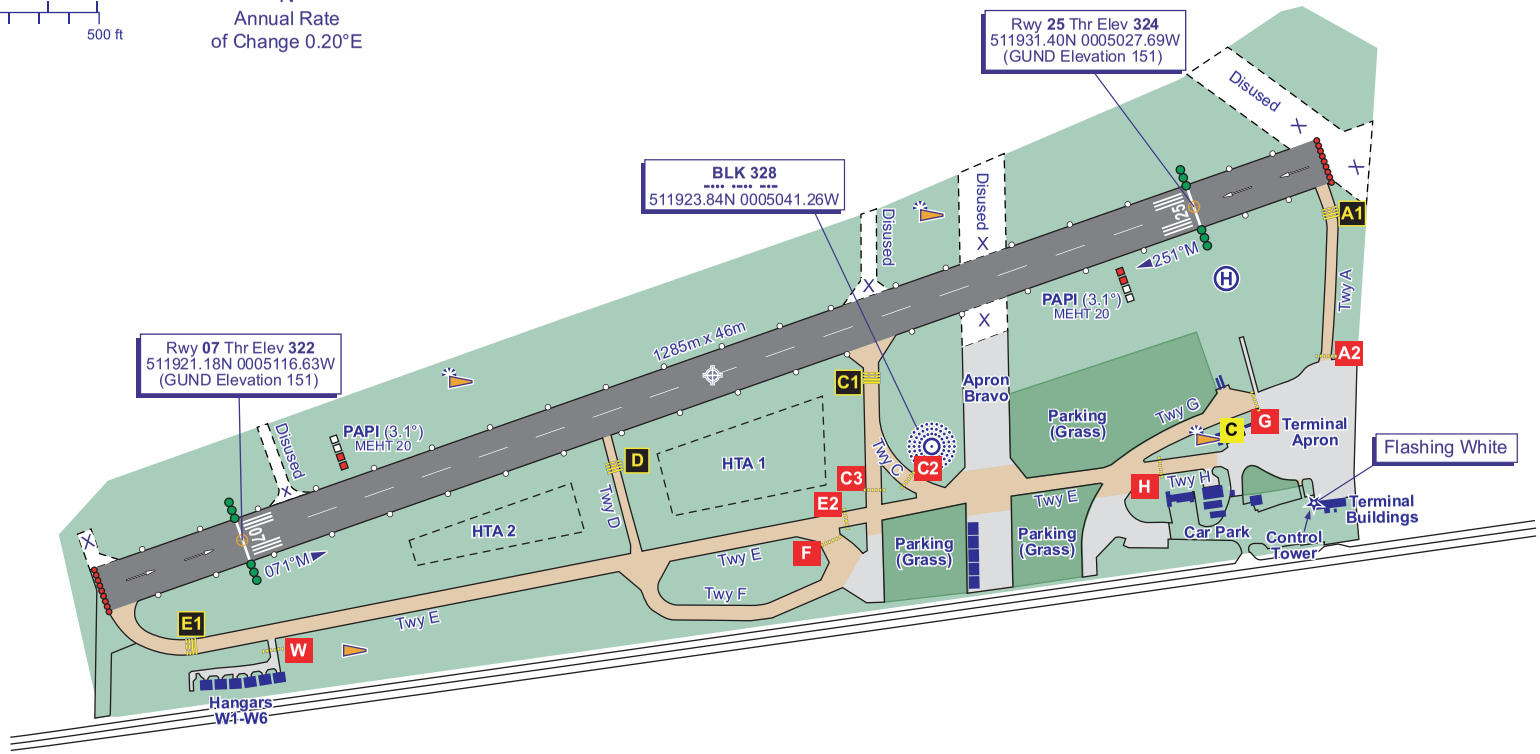
AERO INFO DATE 21 AUG 24

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	325

50 0 50 100 150 m
100 0 500 ft

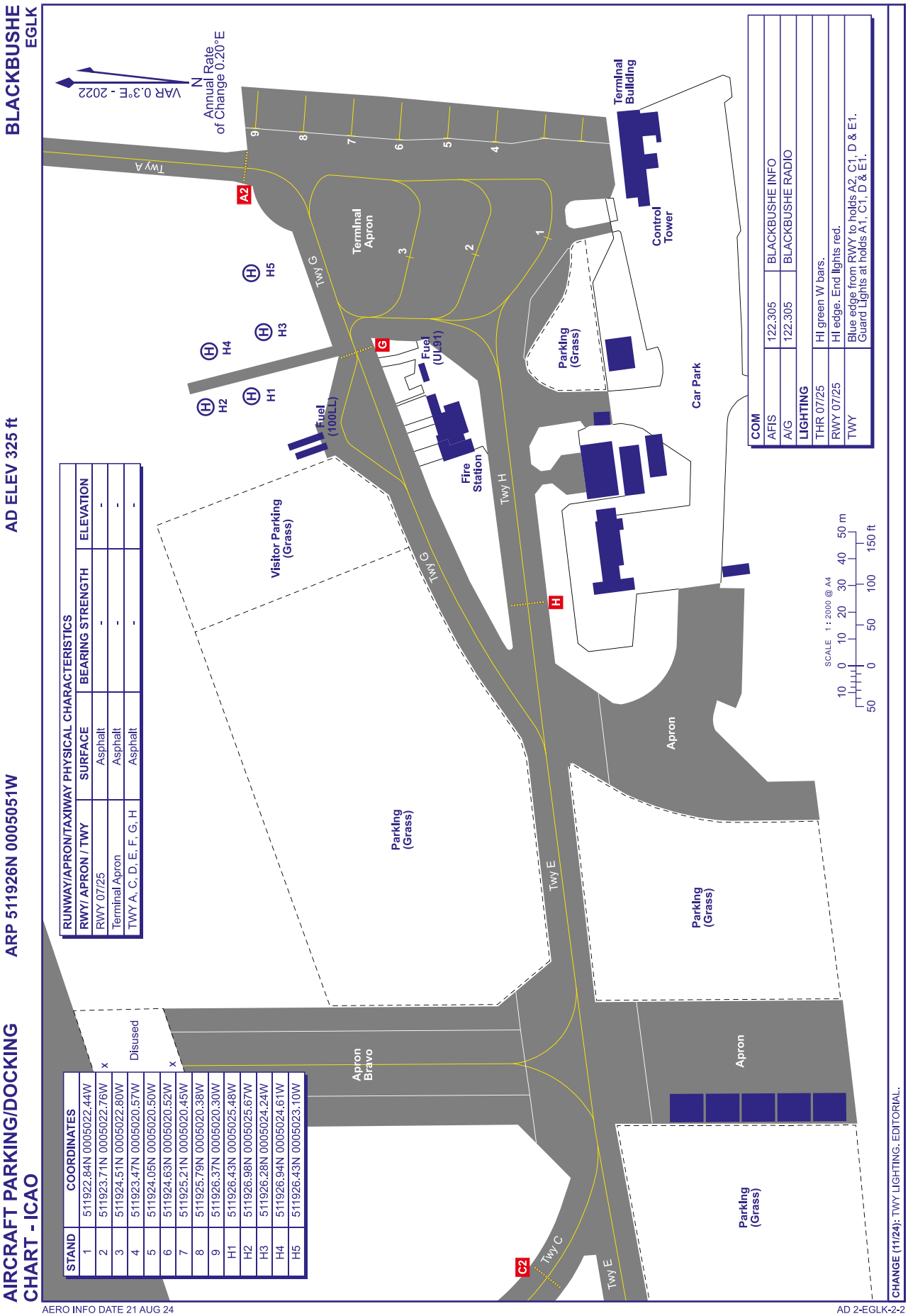
VAR 0.3°E - 2022
N
Annual Rate of Change 0.20°E

RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 07/25	Asphalt	-	-
Terminal Apron	Asphalt	-	-
TWY A, C, D, E, F, G & H	Asphalt	-	-



COM		
AFIS	122.305	BLACKBUSHE INFO
A/G	122.305	BLACKBUSHE RADIO
LIGHTING		
THR 07/25	HI green W bars.	
RWY 07/25	HI edge. End lights red.	
TWY	Blue edge from RWY to holds A2, C1, D & E1. Guard Lights at holds A1, C1, D & E1.	

CHANGE (11/24): HOLD D MOVED. NEW HOLD W. TWY LIGHTING. PAPI MEHT. NEW WINDSLEEVES. EDITORIAL.


BLACKBUSHE
EGLK
AD ELEV 325 ft
ARP 511926N 0005051W
AIRCRAFT PARKING/DOCKING CHART - ICAO
VAR 0.3°E - 2022
Annual Rate of Change 0.20°E
RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS
RWY/ APRON / TWY | SURFACE | BEARING STRENGTH | ELEVATION
RWY 07/25 | Asphalt | - | -
Terminal Apron | Asphalt | - | -
TWY A, C, D, E, F, G, H | Asphalt | - | -
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
COM
AFIS | 122.305 | BLACKBUSHE INFO
A/G | 122.305 | BLACKBUSHE RADIO
LIGHTING
THR 07/25 | Hl green W bars.
RWY 07/25 | Hl edge. End lights red.
TWY | Blue edge from RWY to holds A2, C1, D & E1. Guard Lights at holds A1, C1, D & E1.
CHANGE (11/24): TWY LIGHTING, EDITORIAL.
Terminal Building
Control Tower
Terminal Apron
Car Park
Parking (Grass)
Visitor Parking (Grass)
Fuel (100LL)
Fuel (UL91)
Fire Station
Apron
Apron Bravo
Disused
Twy A
Twy C
Twy E
Twy G
Twy H
SCALE 1 : 2000 @ A4
AERO INFO DATE 21 AUG 24
AD 2-EGLK-2-2

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 0.16°E (2022) 0.80°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) 0.01°E (2022)	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).

i. All flights, except General Aviation and Military flights, are subject to the prior approval of the General Manager, 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)1202-364350. 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 for the period 0145-0600 (0045-0500).
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:

Entry to aircraft parking facilities and operating bases that are accessed by use of the spur taxiways, that abut Taxiways Victor and Golf, is limited to aircraft with a wingspan not exceeding 15 M and/or wheelspan not exceeding 4.5 M. All other 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 the location of the Radar antennas, attenuation and possible reflections, there is the potential for SSR false returns to show on the Radar Display; pilots, north of the Runway, should set the aircraft transponder to the OFF, GROUND or STDBY position whilst taxiing to the designated holding point for departure. After landing, the same procedure should be followed immediately after vacating the Runway.
d) Due to multiplicity of parking areas, pilots of all outbound aircraft are to state their parked position on initial RTF contact with ATC.
e) 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.
f) Compass Swing procedures are permitted at either of the two designated sites 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.
g) Pilots using Taxiways Whiskey and Victor should be alert to the movement of vehicles between European Aviation, Hangar 103 and the remotely parked aircraft on Taxiway Tango. Vehicles are operating on a 'free-flow' basis and may not be in direct contact with ATC.

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 08 is not available for landing when the touchdown IRVR is less than 550 M.
g) Runway centre-line spacing is 15 M.
h) Runway 08 departures: All aircraft parked at the main terminal aprons will be initially cleared to taxi to B2. Onward clearance will be via taxiway Bravo (for up to Code C size aircraft) or Romeo (for Code D/E size aircraft), to enter the runway via B1 or Romeo and backtrack for a full length departure.
i) Aircraft parked at the north side aprons will be cleared to enter Runway 08 via holding point Tango to backtrack for a full length departure.
j) **Runway 26 operations:** After landing, aircraft up to code D (B767-300/A330) parking on the main terminal apron are to vacate the runway at taxiway Bravo or Romeo as directed by ATC. Aircraft will backtrack as required and report ‘runway vacated’ at B1 or R. Code E aircraft (B787-900), can only vacate at Romeo.
k) Aircraft up to code C (B737/A321 size) parked at the main terminal aprons, will be cleared to taxi initially to holding point G4. Onward clearance will be via taxiway Golf to enter runway 26 via G1. Code D and E aircraft (B767/A330)/(B789) will be cleared to taxi initially to B2. Onward clearance will be via taxiway Romeo to enter Runway 26 via R and backtrack for a full length departure.
l) All arriving aircraft parking on the north side aprons are to backtrack Runway 26 as requested, vacate at taxiway Tango and report ‘runway vacated’ when north of holding point T. Similarly all departing aircraft parked north side, will taxi to holding point Tango in order to backtrack for a full length departure.

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 FRA/Cobham 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). Activity times are promulgated by ATC.
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

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

1	Apron surface and strength	EAST APRON Surface: Concrete and asphalt PCN Concrete: 51/R/C/W/T Asphalt: 51/F/C/W/T GRASS PARKING AREA Surface: Grass MAIN APRON Surface: Concrete and asphalt PCN Concrete: 51/R/C/W/T Asphalt: 51/F/C/W/T SOUTHERN PARKING AREA Surface: Asphalt PCN 30/F/C/W/T WEST APRON Surface: Concrete PCN 51/R/C/W/T
2	Taxiway width, surface and strength	Taxiway A: 22 M Surface: Asphalt PCN 51/F/C/W/T Taxiway B: 46 M Surface: Asphalt PCN 53/F/C/W/T Taxiway D: 22 M Surface: Asphalt PCN 42/F/C/W/T Taxiway F: 15 M Surface: Asphalt PCN 25/F/C/W/T Taxiway G: 22 M Surface: Asphalt PCN 51/F/C/W/T Taxiway H: 10.5 M Surface: Asphalt PCN 20/F/C/Y/T Taxiway J: 15 M Surface: Asphalt PCN 30/F/C/W/T Taxiway TAXILANE LINK C: 15 M Surface: Concrete PCN 51/R/C/W/T Taxiway Z: 22 M Surface: Asphalt PCN 51/F/C/W/T
3	Altimeter checkpoint location and elevation	Main Apron 595 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.

6	Remarks	Taxiway D: A 10 metre section of the longitudinal gradient increases up to 1.83% Taxiway F: A 220 metre section of the longitudinal gradient increases up to 2.65% Taxiway G: A 230 metre section of the longitudinal gradient increases up to 1.74% Taxiway Z: A 100 metre section of the longitudinal gradient increases up to 2.11% The following minimum main gear clearance to edge of pavement are provided for A330 operations: AX onto runway 4.1 M GX onto runway 3.1 M AX from runway 4.0 M BX from runway 3.3 M GX from runway 3.0 M

EGGD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stand 1 is unavailable due WIP. Stands 2- 6 are nose in/push back stands adjacent to the terminal building. Stand 7N is a nose in/push back stand at the head of the cul-de-sac serving Stands 5 - 9. Stands 14 - 16 and 17 - 20 are nose in/push back stands. Stands 7 - 12 are nose in/push back or taxi through stands as appropriate. Stands 8 - 11 inclusive have both East and West stand blocks installed. Inbound aircraft shall follow the instructions of the marshaller or Follow Me vehicle in order to be parked in an east or west configuration, as instructed. Stands 21, 26, 26L, 29 and 30 are nose in/push back stands. Stands 22 and 23 are nose in/push back stands. The routine push back for these stands is into Link Charlie to face east. Stands 24, 25 and 26R are nose in/push back stands. The routine push back for these stands is into Link Charlie to face west. Stand 28E is a taxi through stand when stand 26L is unoccupied. Stands 31 and 33 are nose in/push back or taxi through stands as appropriate. Stand 28W is a taxi through stand. Night stopping aircraft allocated to Stand 28 shall be marshalled to park facing west. Stands 32 and 34-39 inclusive are nose in/push back stands. W2, W3 and E2 are north facing, nose in/push back off-stand parking positions. W1, W4, E1 and E3 are south facing off-stand parking positions. W5, W6, W7 and W8 are self-manoeuvring off-stand parking positions. All stands must be used under marshalling guidance to provide stop information to pilots. In the event of there being no marshaller present upon approach to the stand, flight crews should hold position on the taxiway or taxilane centre-line and inform ATC that they are awaiting a marshaller (ATC shall request a marshaller from Airside Operations if the ground handling agent is not immediately available).
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Displaced threshold markings and designators on Runway 27. Threshold markings and designators on Runway 09. Fixed distance markings on Runways 09 and 27, centre-line markings. Runway guard lights are located at all taxiway/runway intersections.

		Taxiway marking aid(s): Taxiway holding point markings. Amber/green lead-on/off lines on Taxiways A and G.
3	Stop bars and runway guard lights (if any)	Located at AX, BX, DX, FX, GX, HX, JX (All H24) and G2, G3, Z1, Z2, Z3 and Z4.
4	Other runway protection measures	
5	Remarks	3 WDI (LGTD) - 512300.39N 0024340.88W, 512251.26N 0024314.82W, 512254.28N 0024241.05W

EGGD AD 2.10 AERODROME OBSTACLES

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/APPROACH	CRANE	512316N 0024237W	715 FT	166 FT	Yes Red	Multiple cranes working in area. End estimated December 2024.

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 (PCN)	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 PCN 51/F/C/W/T	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 PCN 51/F/C/W/T	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.
	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.

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 2.19 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/LLZ I 0.35°W (2022)	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/LLZ III 0.36°W (2022)	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) 0.36°W (2022)	BRI	414.000 kHz	H24	512253.19N 0024303.14W		On AD. Range 40 NM.
ILS/DME	IBON	38Y 110.150 MHz	H24	512259.85N 0024344.78W	628 FT	(RWY 09) DME freq paired with ILS I-BON and I-BTS. Zero range is indicated at THR of Runway 09.
ILS/DME	IBTS	38Y 110.150 MHz	H24	512253.92N 0024240.23W	617 FT	(RWY 27) DME freq paired with ILS I-BON and I-BTS. Zero range is indicated at THR of Runway 27
VOR/DME 0.59°W (2022) 0.80°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 may not be accepted, except in an emergency.
g) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.

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) It is mandatory for Ground Crew to use a headset for engine-start and pushback/departure communications. The only exceptions are headset or port unserviceability. The Aircraft Commander must advise ATC if they are not in, or lose two-way headset communication with the Ground Crew prior to, or during a pushback.
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) All aircraft landing on Runway 27 must proceed to the runway end to vacate, unless instructed otherwise by ATC.
f) Bristol Delivery frequency 121.930 MHz may be open during peak daytime hours. 121.930 MHz is not monitored if not operational.
g) Pilots should request airways or departure clearances prior to start. Clearances are available up to 15 minutes before EOBT.
h) B787 and A330 available taxi routes:
Departure
Runway 09: Taxiway Z to Taxiway G, enter Runway at GX.
Runway 27: Taxiway Z to Taxiway A, enter Runway at AX.

Arrival
Runway 09: Runway to vacate either BX (Taxiway B) or AX (Taxiway A) to Taxiway Z to allocated stand.
Runway 27: 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 shall enter Stands 22-25 inclusive directly from Taxiway Zulu, following the stand identification markings and arrows on the taxiway. Aircraft parking on Stands 23 or 24 must taxi straight in from Taxiway Z and not via Link Charlie to the rear of these stands.
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.

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.
c) Hot air balloon launches take place in VMC from Ashton Court (3.5 NM north east of the aerodrome) and from Bath (12 NM east of the aerodrome). Balloons may be observed downwind of these sites within the CTR and within or passing beneath the CTA. All hot air balloons within controlled airspace operating above 1000 FT QNH will be in contact with ATC who will notify pilots of known balloon activity which may affect their flights.
d) Glider and hang-glider activity takes place in VMC within designated glider blocks as follows:

i. Ubley - A small section of the CTR south of Blagdon Lake up to 2500 FT QNH.
ii. Halesland blocks A and B - Bristol CTA-5 to the east of Cheddar Reservoir up to 4000 FT QNH and occasionally up to 5000 FT QNH.
iii. The Bath Gap - Bristol CTA-6 up to 4500 FT QNH.

ATC will notify pilots of known glider activity which may affect their flights (this may be via an ATIS message). IFR flights will be vectored to remain clear of active glider blocks and given descent instructions to maintain at least 500 FT above the gliders' maximum operating altitude.

e) Caution, pilots may experience windshear/turbulence, especially if the wind is strong southeasterly (using Runway 09) or strong westerly (using Runway 27).

f) Laser light display at Weston-super-Mare seafront, 10.5 NM west south west of the airport, may affect pilots making approaches to Runway 09 or departing from Runway 27.
g) Small unmanned vehicles (UAVs) may operate from a site within the CTR approximately 3.5 NM north east of the aerodrome, up to 570 FT AMSL within 1 NM of the site.
h) Model aircraft may operate from a site within the CTR approximately 4 NM northwest of the airport up to 1015 FT AMSL within 0.5 NM of the site.

5 HELICOPTER OPERATIONS

a) A noise sensitive area exists immediately to the north of the northern aerodrome boundary, which should not be overflown below 500 FT QFE.
b) Helicopters must arrive/depart using Runway in use. Easterly departures to turn north and follow the A38 after crossing threshold.
c) Westerly departures should not turn north until crossing the aerodrome boundary.
d) Westerly arrivals from the north should approach following the A38 road and join on a right base for Runway 27, avoiding Felton village and the noise sensitive area to the north.
e) Helicopters are not permitted to over-fly any part of the northside aprons. Any helicopters instructed to land on the northside aprons shall be marshalled by Airside Operations.
f) Helicopter circuit height is 700 FT QFE.

6 USE OF RUNWAYS

a) In accordance with EU OPS Subpart E, the following approach operations are available to approved operators:

i. Runway 09 is suitable for lower than Standard Category I operations supported by an ILS Classification of I/T/1, when the IRVR is not less than 550 M.

7 TRAINING

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

i. Training is not permitted under any circumstances between 2200-0700 (2100-0600);
ii. Use of the aerodrome for training purposes (navaid/runway/circuit), is subject to approval by the aerodrome operator, and subject to restrictions detailed within EGGD AD 2.20, 1. Airport Regulations;
iii. Inbound and outbound training sorties by based operators are permitted, and subject to restrictions detailed within EGGD AD 2.20, 1. Airport Regulations.

EGGD AD 2.21 NOISE ABATEMENT PROCEDURES

a) In exercise of the powers conferred on it by Section 4 of the Civil Aviation Act 2006, Bristol Aerodrome has established a noise control scheme for the purpose of avoiding and limiting the effect of noise connected with the taking-off or, as the case may be, landing of aircraft at Bristol Aerodrome. The noise control scheme provides as follows:
b) The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

i. Operators of all aircraft using the airport are to ensure that their aircraft conform to the noise abatement techniques laid down for the type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
ii. When operating IFR, any aircraft carrying out a visual approach must not join the final approach track at an altitude of less than 2200 FT (QNH).

c) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the altitude specified in ii) above before intercepting the glide path nor thereafter fly below it. 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 glide path.
d) 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 aircraft of more than 5700 KG maximum certified weight, unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

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

Take-Off Runway	NPR
09	Climb straight ahead to IBON 5.4 NM (IBTS 4.7 NM) DME to be no lower than 3000 FT QNH at this point before commencing the turn.
27	Climb straight ahead to IBTS 5.2 NM (IBON 4.5 NM) DME to be no lower than 3000 FT QNH at this point before commencing the turn.

The obligations of NPRs cease when an altitude of 4000 FT QNH or above has been reached.

e) Jet aircraft and propeller driven aircraft of more than 5700 KG maximum certificated weight making visual approaches to Runway 27 shall intercept final approach track at:

i. Not less than 3 DME, from the North;
ii. Not less than 4 DME, from the South.

f) **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.

g) **Aircraft Noise Quota Count System**

Night flying restrictions apply restricting the operations of certain types of aircraft during the periods 2300-0700 (2200-0600). Except in the case of aircraft in distress, all take-offs and landings between these hours are subject to prior application being made to the Airport Co-ordination Ltd. A Night Noise Quota System is in force between 2330-0600 (2230-0500). Full details of the Night Noise Quota System and the night flying restrictions are available from Tel: 01275-475522.

h) Every aircraft using the airport shall, after take-off or 'go around' be operated in the quietest possible manner. Aircraft exceeding 90 dB(A) (103PNdB) by day 0600-2329 (0500-2229) and 85 dB(A) (96PNdB) by night 2330-0559 (2230-0459) at the noise monitoring points located 6.5 KM from the start of roll for Runways 09 and 27 will be subject to a penalty as set out in the airport Fees and Charges.
i) Pilots and engineers should restrict the use of Auxiliary Power Units (APU) to the minimum time necessary. Between 2330-0559 (2230-0459) except when immediately prior to departure, APUs may only be run subject to approval from Airside Operations. An authorisation code will be required; contact 01275-473705. In addition, stands 38 and 39 have additional restrictions: FEGP is to be the primary source of power for aircraft when on stand. APUs may only be operated on these stands when required for operationally essential aircraft systems, immediately prior to departure.
j) In order to avoid overflying Felton Village, when departing Runway 09 and requiring to turn left, all aircraft shall climb ahead to 1 NM DME before commencing the left turn.
k) **Light Aircraft Operations**

i. Runway 27

1. All pilots should arrange their flight so as to minimise noise nuisance.
2. Circuit direction (to land) is normally left hand.

ii. Runway 09

1. Practice engine failures after take-off by single engined aircraft are not permitted.
2. Circuit direction (to land) is normally right hand only. However, ATC may require non-standard circuit direction for traffic integration.

EGGD AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Arrival routes for aircraft inbound from the UK ATS Route network are detailed at AD 2-EGGD-7.
b) **Inbound Procedure other than on ATS Route Network.**

i. VFR and Special VFR aircraft will usually be instructed to route via one of the Visual Reference Points (paragraph 5 refers), not above altitude 2000 FT (aerodrome QNH).

2 PROCEDURE FOR OUTBOUND AIRCRAFT

a) Aircraft Outbound via the ATS Route Network

i. Standard Instrument Departures for aircraft outbound via the UK ATS Route network are detailed at AD 2-EGGD-6.
ii. Aircraft departing on a YORQI or HAWFA SID routeing via L607 requesting a cruising level of FL 110 or above will be expected to maintain climb gradients to achieve FL 110 or above when crossing BUCFA. Pilots of aircraft unable to achieve FL 110 crossing BUCFA must inform ATC for alternative clearance.

Note: *Due to the removal of the BCN DVOR, SIDs as detailed at AD 2-EGGD-6-1 and 6-3 are only available to aircraft that are RNAV 1 compliant.*

b) Aircraft Outbound to the FIR

i. IFR aircraft wishing to leave the Bristol CTR/CTA to enter the London FIR will be cleared by the most direct route consistent with the current traffic situation.
ii. VFR and Special VFR aircraft will usually be instructed to route via one of the Visual Reference Points, not above 2000 FT (aerodrome QNH).

AERODROME CHART - ICAO

ARP 512258N 0024309W **AD ELEV 622FT**

BRISTOL
EGGD

AERO INFO DATE 08 AUG 24

LIGHTING	
APCH 09 APCH 27	HI 480 m coded C/L with 3 bars. HI 570 m coded C/L with 3 bars. Supplementary inner 300 m.
THR 09/27	HI green uni-d with W bars.
RWY 09/27	HI elev bi-d with LI omni-d component (last 600 m yellow). HI colour coded C/L. End lights red.
TWY	TWYs A, B, G & Z green C/L. TWYs A, B, D, F, H, J & Z blue edge. Stopbars at holds AX, BX, DX, FX, GX, HX, JX, G2-G3 & Z1-Z4.

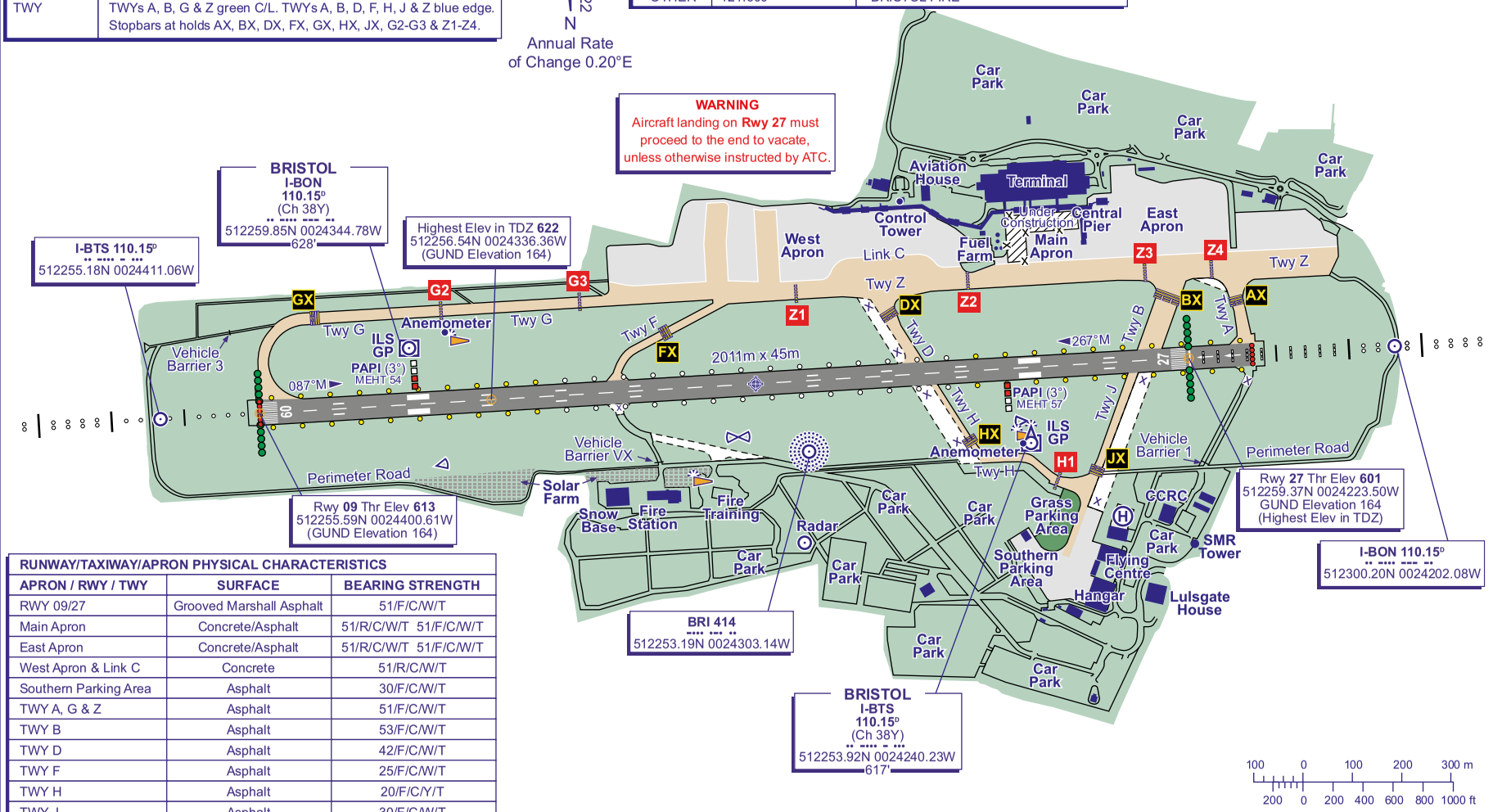
VAR 0.4°W - 2022
N
Annual Rate of Change 0.20°E

COM		
ATIS	126.030	BRISTOL INFO
TWR	133.850 136.080 (as directed)	BRISTOL TOWER
	121.930 (as directed)	BRISTOL DELIVERY
	121.930 (as directed)	BRISTOL GROUND
OTHER	121.600	BRISTOL FIRE

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**609**



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**
RWY 09/27	Grooved Marshall Asphalt	51/F/C/W/T
Main Apron	Concrete/Asphalt	51/R/C/W/T 51/F/C/W/T
East Apron	Concrete/Asphalt	51/R/C/W/T 51/F/C/W/T
West Apron & Link C	Concrete	51/R/C/W/T
Southern Parking Area	Asphalt	30/F/C/W/T
TWY A, G & Z	Asphalt	51/F/C/W/T
TWY B	Asphalt	53/F/C/W/T
TWY D	Asphalt	42/F/C/W/T
TWY F	Asphalt	25/F/C/W/T
TWY H	Asphalt	20/F/C/Y/T
TWY J	Asphalt	30/F/C/W/T

CHANGE (11/24): MAIN APRON CONSTRUCTION AREA.

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 512258N 0024309W

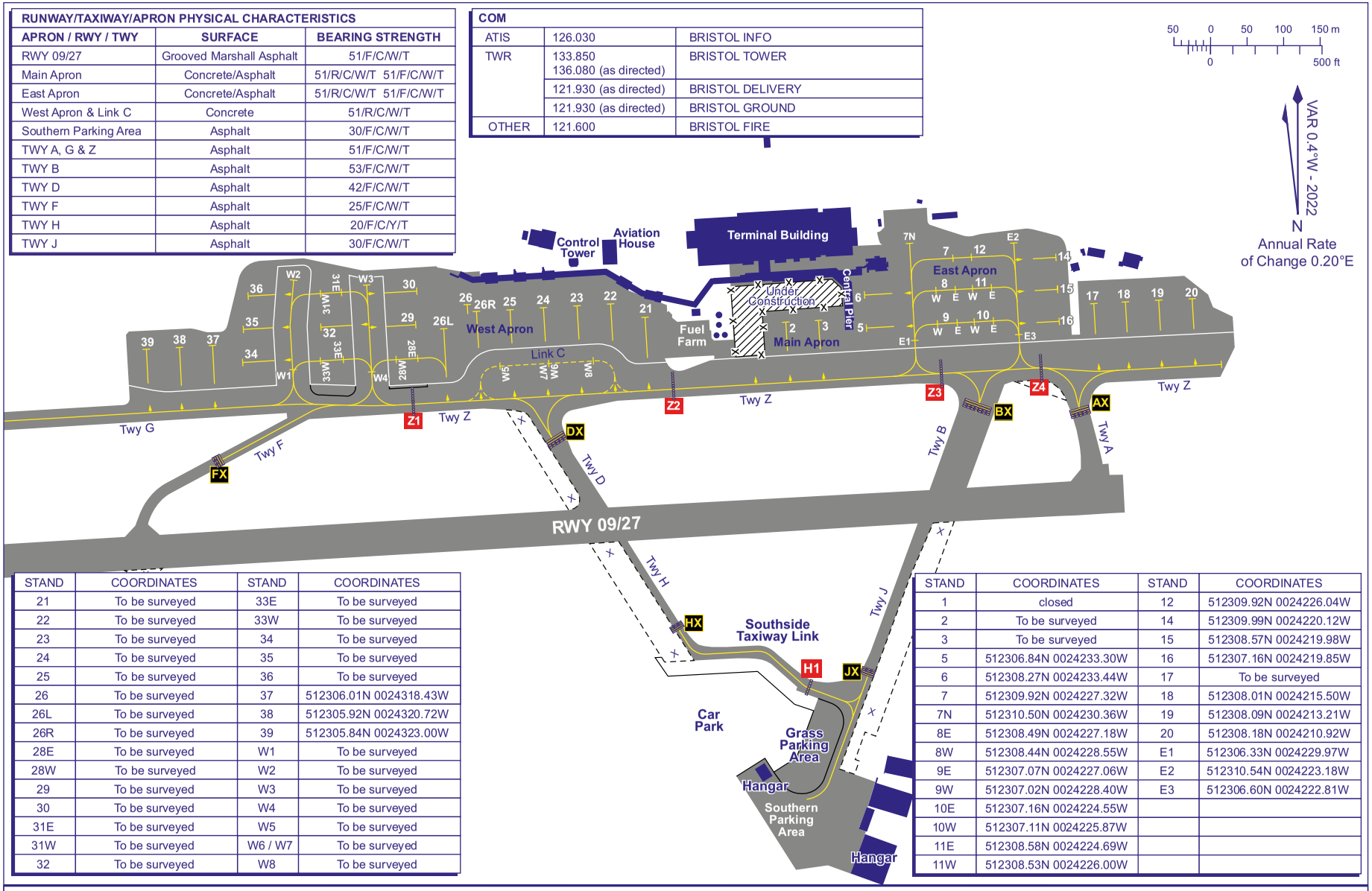
AD ELEV 622FT

BRISTOL
EGGD

AERO INFO DATE 08 AUG 24

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 09/27	Grooved Marshall Asphalt	51/F/C/W/T
Main Apron	Concrete/Asphalt	51/R/C/W/T 51/F/C/W/T
East Apron	Concrete/Asphalt	51/R/C/W/T 51/F/C/W/T
West Apron & Link C	Concrete	51/R/C/W/T
Southern Parking Area	Asphalt	30/F/C/W/T
TWY A, G & Z	Asphalt	51/F/C/W/T
TWY B	Asphalt	53/F/C/W/T
TWY D	Asphalt	42/F/C/W/T
TWY F	Asphalt	25/F/C/W/T
TWY H	Asphalt	20/F/C/Y/T
TWY J	Asphalt	30/F/C/W/T

COM		
ATIS	126.030	BRISTOL INFO
TWR	133.850 136.080 (as directed)	BRISTOL TOWER
	121.930 (as directed)	BRISTOL DELIVERY
	121.930 (as directed)	BRISTOL GROUND
OTHER	121.600	BRISTOL FIRE



STAND	COORDINATES	STAND	COORDINATES
21	To be surveyed	33E	To be surveyed
22	To be surveyed	33W	To be surveyed
23	To be surveyed	34	To be surveyed
24	To be surveyed	35	To be surveyed
25	To be surveyed	36	To be surveyed
26	To be surveyed	37	512306.01N 0024318.43W
26L	To be surveyed	38	512305.92N 0024320.72W
26R	To be surveyed	39	512305.84N 0024323.00W
28E	To be surveyed	W1	To be surveyed
28W	To be surveyed	W2	To be surveyed
29	To be surveyed	W3	To be surveyed
30	To be surveyed	W4	To be surveyed
31E	To be surveyed	W5	To be surveyed
31W	To be surveyed	W6 / W7	To be surveyed
32	To be surveyed	W8	To be surveyed

STAND	COORDINATES	STAND	COORDINATES
1	closed	12	512309.92N 0024226.04W
2	To be surveyed	14	512309.99N 0024220.12W
3	To be surveyed	15	512308.57N 0024219.98W
5	512306.84N 0024233.30W	16	512307.16N 0024219.85W
6	512308.27N 0024233.44W	17	To be surveyed
7	512309.92N 0024227.32W	18	512308.01N 0024215.50W
7N	512310.50N 0024230.36W	19	512308.09N 0024213.21W
8E	512308.49N 0024227.18W	20	512308.18N 0024210.92W
8W	512308.44N 0024228.55W	E1	512306.33N 0024229.97W
9E	512307.07N 0024227.06W	E2	512310.54N 0024223.18W
9W	512307.02N 0024228.40W	E3	512306.60N 0024222.81W
10E	512307.16N 0024224.55W		
10W	512307.11N 0024225.87W		
11E	512308.58N 0024224.69W		
11W	512308.53N 0024226.00W		

CHANGE (11/24): STAND 1 REMOVED. STANDS 2 & 3 MODIFIED. AREA UNDER CONSTRUCTION.

3	Remarks	Latest information from: Tel: Operations 01223-373535.

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

1	Apron surface and strength	12 Surface: Concrete and asphalt PCN 8/R/C/W/T 16 Surface: Concrete PCN 23/R/C/W/T 17 Surface: Concrete and asphalt PCN 50/R/C/W/T 2 PCN 22/R/C/W/T CUSTOMS APRON NORTH PCN 17/R/C/W/T CUSTOMS APRON SOUTH PCN 23/R/C/X/T EASTERN APRON Surface: Concrete PCN 14/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A FROM B: 15 M Surface: Concrete PCN 14/R/C/X/T Taxiway A FROM RWY TO B: 20 M Surface: Concrete PCN 42/R/C/X/T Taxiway B: 20 M Surface: Asphalt PCN 15/R/C/X/T Taxiway C FROM RWY TO A: 15 M Surface: Asphalt PCN 24/F/C/X/U Taxiway D: 23 M Surface: Concrete PCN 50/R/C/W/T Taxiway E: 12 M Surface: Concrete PCN 11/R/C/W/T Taxiway F: 23 M Surface: Concrete PCN 39/R/C/X/T
3	Altimeter checkpoint location and elevation	Apron 49 FT
4	VOR checkpoints	
5	INS checkpoints	Customs Apron 521231.80N 0001036.00E
6	Remarks	

EGSC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All parking under marshaller guidance or as directed by ATC.
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		No	
(EGSC10203) 05/APPROACH 23/ TAKE-OFF	CONVEYOR TOP	521156.95N 0000938.24E	78 FT	37 FT	No	
(EGSC10125) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521155.36N 0000946.30E	64 FT	16 FT	No	
(EGSC10129) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521153.78N 0000951.61E	79 FT	28 FT	No	
(EGSC10130) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521153.54N 0000953.56E	80 FT	28 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
C010.24	CRANE	521356N 0000904E	361 FT	312 FT	Yes Steady red	Expected duration September 2026.
C048.23	CRANE	521340N 0000713E	206 FT	164 FT	Yes Steady red	Expected duration December 2024.
C025.22	CRANE	521258N 0001046E	199 FT	146 FT	Yes Steady red	Mobile crane operating within 0.12 NM radius of centre point.
C024.22	CRANE	521243N 0001042E	197 FT	148 FT	Yes Steady red	Mobile crane operating within 0.12 NM radius of centre point.
C051.23	CRANE	521242N 0000536E	217 FT	164 FT	Yes Steady red	Expected duration December 2024.
C006.24	CRANE	521241N 0000848E	227 FT	194 FT	Yes Steady red	Expected duration June 2025.
(EGSC11370)	TOWER CRANE JIB	521233.46N 0000709.37E	271 FT	247 FT	Yes Red	Luffing crane operating radius 45 M.
(EGSC10889)	GP MAST	521226.20N 0001054.52E	62 FT	34 FT	No	
(EGSC10890)	WINDSLEEVE	521225.90N 0001053.75E	61 FT	27 FT	No	
(EGSC10651)	BUILDING CHIMNEY	521225.58N 0001005.86E	148 FT	112 FT	No	
(EGSC4160)	WINDSLEEVE	521203.81N 0001010.92E	62 FT	27 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**
(EGSC10894)	RADAR	521203.08N 0001039.42E	83 FT	49 FT	Yes Red	
(EGSC10681)	CHURCH SPIRE	521156.15N 0000738.70E	255 FT	215 FT	Yes Red	
C025.23	CRANE	521145N 0001055E	139 FT	89 FT	Yes Steady red	Mobile crane operating within 0.08 NM radius of position. Expected duration to 19 December 2025.
(EGSC11372)	TOWER CRANE JIB	521055.15N 0001029.74E	335 FT	261 FT	Yes Red	End estimated September 2024.
(EGSC10726)	INDUSTRIAL CHIMNEY	521033.29N 0000825.80E	258 FT	212 FT	Yes Red	
(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 (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	049.87°	1964 x 45 M	RWY surface: Asphalt, Grooved PCN 50/F/C/W/T	521202.12N 0000959.26E 151.0 FT	THR 35.7 FT TDZ 41.7 FT	RWY 05 0.14% up RWY 23 0.83% down first 400 M
23	229.89°	1964 x 45 M	RWY surface: Asphalt, Grooved PCN 50/F/C/W/T	521235.55N 0001103.83E 151.0 FT	THR 47.5 FT TDZ 47.5 FT	RWY 05 0.14% up RWY 23 0.83% down first 400 M

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

EGSC AD 2.13 DECLARED DISTANCES

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

EGSC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Centre-line with one crossbar. 420 M Light intensity high	Elev HI wingbars at displaced threshold	PAPI Left/3° 44 FT 296 M			Elev bi-directional with omni-directional component White Light intensity high	Flush bi-directional Red Light intensity high		
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: 2000 FT AGL Lower limit: SFC	G	CAMBRIDGE APPROACH English	6000 FT		ATZ hours coincident with AD hours as detailed at EGSC AD 2.3.

EGSC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
APP	CAMBRIDGE APPROACH	120.965 MHz DOC 40 NM/ 20,000 FT.			Mon-Fri 0800-1800 (0700-1700).	VDF 521218.25N 0001052.02E On AD.
TWR	CAMBRIDGE TOWER	125.905 MHz DOC 10 NM/ 10,000 FT.			Mon-Fri 0800-1800 (0700-1700).	
ATIS	CAMBRIDGE INFORMATION	134.605 MHz DOC 40 NM/ 20,000 FT.			Mon-Fri 0800-1800 (0700-1700).	
OTHER	CAMBRIDGE FIRE	121.600 MHz Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	CAMBRIDGE EMERGENCY	121.500 MHz 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/LLZ I 0.56°E (2022)	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) 0.57°E (2022)	CAM	332.500 kHz	Mon-Fri 0800-1800 (0700-1700).	521238.57N 0001059.01E		On AD. Range 15 NM.
ILS/DME	ICMG	50X 111.300 MHz	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.

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.

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

EGSC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

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

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**
(EGHR1344)	CATHEDERAL	505010.47N 0004650.48W	327 FT		No	

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 (PCN)**	**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**
						RWY 06 Threshold displaced by 140 M.
						RWY 24
						RWY 10

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
						RWY 14 Threshold displaced by 151 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	
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

INTENTIONALLY BLANK

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 (lit).
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: 2000 FT AGL Lower limit: SFC	G	GOODWOOD INFORMATION English	6000 FT		

EGHR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	GOODWOOD INFORMATION	122.455 MHz DOC 25 NM/ 6,000 FT.			0900-1700 (0800-1700), Dec-Jan 0900-1615; other times by arrangement.	ATZ hours co-incident with AFIS hours but not by arrangement.

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 0.37°E (2022) 0.80°E (2023)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT	VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304º to 134º. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299°-044°.

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) An arrestor bed, consisting of 'washed shingle', is available at the end of Runway 14 LDA to provide for aircraft to stop in the event of an overrun. The arrestor bed exceeds runway width by 16 M and commences 40 M from the end of the Runway 14 LDA.
d) 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.
e) Pilots may experience windshear on Runways 06 and 24 particularly in strong southwesterly wind conditions.
f) 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.
g) 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

INTENTIONALLY BLANK

5 HELICOPTER OPERATIONS

a) Join long final (5 miles) for designated runway, giving way to any established circuit traffic. Parking area to the south east of the aerodrome.

6 USE OF RUNWAYS

a) Aircraft to clear left after landing on Runway 26 and right after landing on Runway 08.
b) The Runway 08/26 QDM markers are located before the start of the runway.
c) 100 M unlicensed extension each end of runway.
d) Do not confuse runway edge lines with a runway centre-line. There is no runway centre-line.

7 TRAINING

a) No training on the airfield without permission of management.

EGHA AD 2.21 NOISE ABATEMENT PROCEDURES

a) Departure.

i. Runway 08 - At end of runway (not before), turn left in order to avoid Hatts Barn Farm.
ii. Runway 26 - At end of runway (not before), turn right, in order to avoid Compton Abbas village, tracking over the crest of Melbury Hill.

EGHA AD 2.22 FLIGHT PROCEDURES

a) Circuit directions: Runway 26 - RH; Runway 08 - LH.
b) All traffic to join overhead or dead-side descending to 1800 FT QNH to cross the upwind runway numbers. All circuits to the north. Circuit altitude 1800 FT QNH. QFE available on request.

EGHA AD 2.23 ADDITIONAL INFORMATION

a) Standard overhead and dead-side joins suspended on published days of Spitfire operations. See website and NOTAM.

EGHA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHA-2-1
CIRCUIT JOINING and NOISE ABATEMENT PROCEDURES
AD 2.EGHA-4-1

EGHA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

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	0.31°E (2022) / 0.20°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) 01234-758113 (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-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700).
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-Fri 0800-1800 (0700-1700); Sat, Sun & PH 0900-1730 (0800-1630).
9	Handling	
10	Security	
11	De-icing	
12	Remarks	All movements are strictly PPR. Telephone ATC 01234-750005 for PPR. Aircraft will not normally be accepted beyond Mon-Fri 1815 (1715); Sat, Sun and PH 1745 (1645) unless an extension of hours has been confirmed. 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 2 available Sat & Sun. RFF Category 4 avaliable Mon-Fri. 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

INTENTIONALLY BLANK

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

1	Apron surface and strength	APRON 1 Surface: Asphalt APRON 2 Surface: Asphalt APRON 3 Surface: Asphalt APRON 4 Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway A: 15 M Taxiway B: 15 M Taxiway C: 15 M Taxiway E: 15 M
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. Obstruction lights on hangars unserviceable.

EGTC 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**
(EGTC5070) 21/APPROACH 03/ TAKE-OFF	TREE	520524.33N 0003600.17W	420 FT	76 FT	No	
(EGTC5065) 21/APPROACH 03/ TAKE-OFF	TREE	520505.11N 0003623.77W	394 FT	50 FT	No	
(EGTC4336) 21/APPROACH 03/ TAKE-OFF	MAST LC	520449.49N 0003617.94W	407 FT	55 FT	No	
(EGTC5022) 03/APPROACH 21/ TAKE-OFF	TREE	520356.34N 0003733.51W	407 FT	50 FT	No	
(EGTC3876) 03/APPROACH 21/ TAKE-OFF	FENCE	520355.50N 0003729.37W	365 FT	5 FT	No	
(EGTC3877) 03/APPROACH 21/ TAKE-OFF	FENCE	520355.39N 0003729.12W	365 FT	5 FT	No	
(EGTC1180) 03/APPROACH 21/ TAKE-OFF	ROAD 4 8	520355.03N 0003729.73W	376 FT	16 FT	No	
(EGTC1179) 03/APPROACH 21/ TAKE-OFF	ROAD 4 8	520354.68N 0003728.71W	377 FT	16 FT	No	
(EGTC3881) 03/APPROACH 21/ TAKE-OFF	FENCE	520354.42N 0003727.30W	366 FT	5 FT	No	
(EGTC1178) 03/APPROACH 21/ TAKE-OFF	ROAD 4 8	520354.26N 0003727.72W	377 FT	16 FT	No	
(EGTC3882) 03/APPROACH 21/ TAKE-OFF	FENCE	520354.17N 0003726.83W	366 FT	5 FT	No	
(EGTC3883) 03/APPROACH 21/ TAKE-OFF	FENCE	520353.98N 0003726.48W	366 FT	5 FT	No	
(EGTC1177) 03/APPROACH 21/ TAKE-OFF	ROAD 4 8	520353.90N 0003726.95W	377 FT	16 FT	No	
(EGTC3872) 03/APPROACH 21/ TAKE-OFF	FENCE	520353.79N 0003726.08W	366 FT	6 FT	No	
(EGTC1176) 03/APPROACH 21/ TAKE-OFF	ROAD 4 8	520353.43N 0003725.99W	377 FT	16 FT	No	
(EGTC3869) 03/APPROACH 21/ TAKE-OFF	FENCE	520353.03N 0003724.52W	367 FT	6 FT	No	
(EGTC1175) 03/APPROACH 21/ TAKE-OFF	ROAD 4 8	520352.91N 0003724.93W	378 FT	16 FT	No	
(EGTC3868) 03/APPROACH 21/ TAKE-OFF	FENCE	520352.80N 0003724.03W	367 FT	6 FT	No	
(EGTC3867) 03/APPROACH 21/ TAKE-OFF	FENCE	520352.51N 0003723.42W	368 FT	5 FT	No	
(EGTC1174) 03/APPROACH 21/ TAKE-OFF	ROAD 4 8	520352.50N 0003724.06W	378 FT	16 FT	No	
(EGTC1173) 03/APPROACH 21/ TAKE-OFF	ROAD 4 8	520352.07N 0003723.04W	379 FT	16 FT	No	
(EGTC3908) 03/APPROACH 21/ TAKE-OFF	HEDGE	520351.99N 0003722.44W	368 FT	5 FT	No	
(EGTC4994) 03/APPROACH 21/ TAKE-OFF	HEDGE	520351.76N 0003723.35W	373 FT	7 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**
(EGTC4993) 03/APPROACH 21/ TAKE-OFF	HEDGE	520351.61N 0003722.98W	374 FT	9 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**
(EGTC3535)	TURBINE	520734.87N 0003943.15W	720 FT	406 FT	No	
(EGTC3922)	CCTV ATC	520425.71N 0003709.54W	434 FT	89 FT	Yes Red	
(EGTC4431)	TREE	520425.11N 0003744.69W	440 FT	103 FT	No	
(EGTC3992)	BLDG AERIAL	520414.66N 0003749.03W	432 FT	87 FT	No	
(EGTC4641)	RADAR	520402.92N 0003737.96W	402 FT	49 FT	Yes Red	
(EGTC4381)	TREE LARGE	520337.20N 0003631.67W	454 FT	87 FT	No	
(EGTC4403)	TREE	520259.46N 0003633.63W	464 FT	79 FT	No	
(EGTC4486)	MAST	515955.86N 0004011.29W	771 FT	216 FT	No	

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 (PCN)**	**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 PCN 30/F/B/X/U	520400.47N 0003719.28W 154.0 FT	THR 358.2 FT	
21	211.74°	1799 x 45 M	RWY surface: Asphalt PCN 30/F/B/X/U	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

INTENTIONALLY BLANK

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: 2000 FT AGL Lower limit: SFC	G	CRANFIELD APPROACH English	6000 FT		

EGTC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	CRANFIELD APPROACH	122.855 MHz DOC 25 NM/ 6,000 FT.			Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700).	ATZ hours coincident with Approach hours. VDF 520445.27N 0003645.84W On AD.
TWR	CRANFIELD TOWER	122.855 MHz			When directed by ATC	VDF 520445.27N 0003645.84W On AD.
		134.930 MHz DOC 30 NM/ 4,000 FT.			Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700).	
ATIS	CRANFIELD DEPARTURE INFORMATION	121.880 MHz DOC 2 NM/ GND.			Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700).	
OTHER	CRANFIELD FIRE	121.600 MHz 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
ILS/LLZ I 0.30°E (2022)	ICR	108.900 MHz	Mon-Fri 0830-1900 (0730-1800); Sat, Sun & PH 0900-1800 (0800-1700).	520346.01N 0003733.78W		(RWY 21) ILS not to be used for practice auto-coupled landings. LOC may show fluctuations due to road traffic.
NDB (L) 0.32°E (2022)	CIT	850.000 kHz	Mon-Fri 0830-1900 (0730-1800); Sat, Sun & PH 0900-1800 (0800-1700).	520748.56N 0003324.77W		Range 15 NM.

AERODROME CHART - ICAO

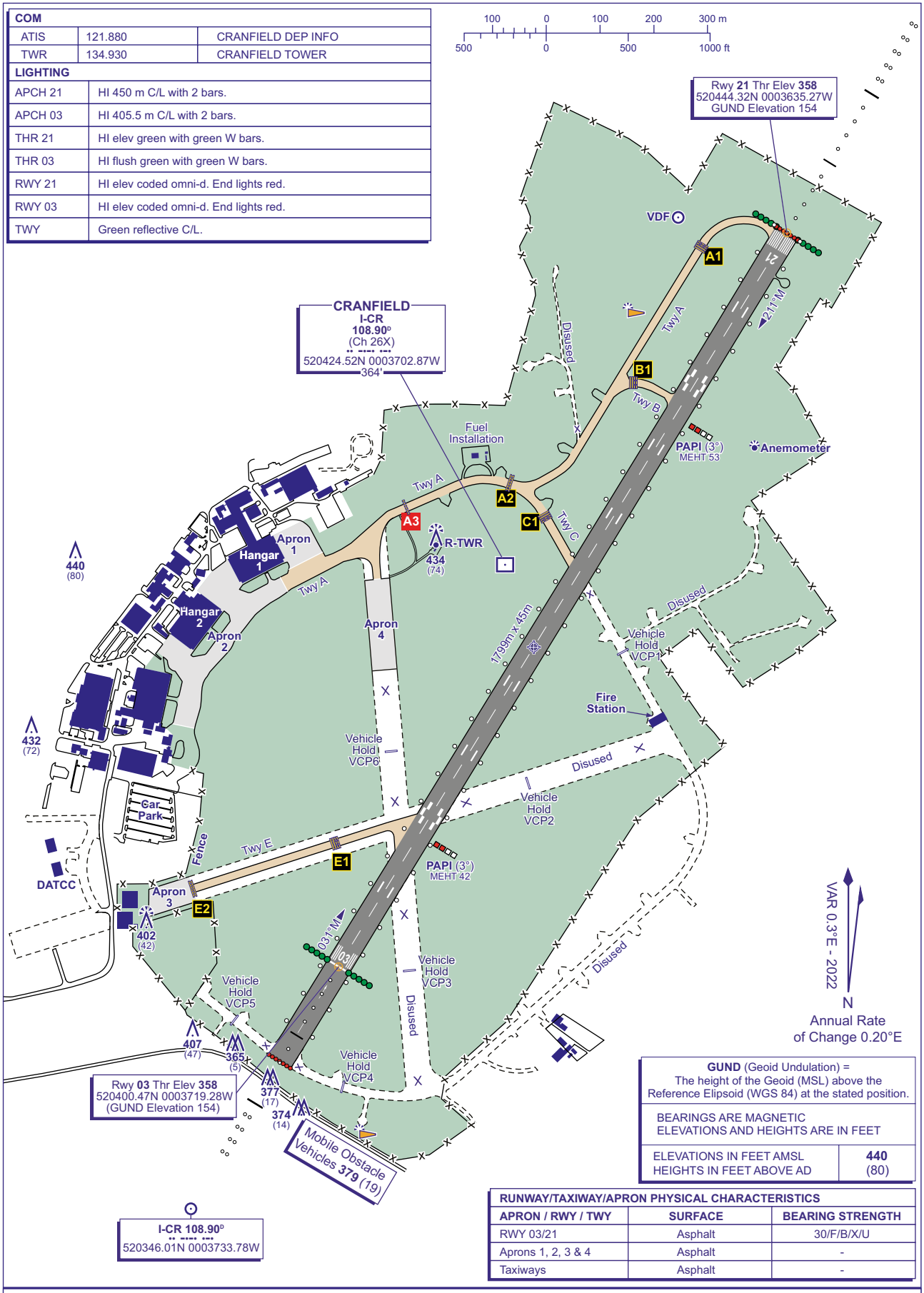
ARP 520420N 0003700W

AD ELEV 360FT

CRANFIELD
EGTC

COM		
ATIS	121.880	CRANFIELD DEP INFO
TWR	134.930	CRANFIELD TOWER

LIGHTING	
APCH 21	HI 450 m C/L with 2 bars.
APCH 03	HI 405.5 m C/L with 2 bars.
THR 21	HI elev green with green W bars.
THR 03	HI flush green with green W bars.
RWY 21	HI elev coded omni-d. End lights red.
RWY 03	HI elev coded omni-d. End lights red.
TWY	Green reflective C/L.



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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	440 (80)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 03/21	Asphalt	30/F/B/X/U
Aprons 1, 2, 3 & 4	Asphalt	-
Taxiways	Asphalt	-

CHANGE (11/24): APRON 4 EDITORIAL. HIGHEST ELEV REMOVED. OBSTACLES.

AERO INFO DATE 20 AUG 24

AD 2-EGTC-2-1

INTENTIONALLY BLANK

4 MISSED APPROACH PROCEDURE

a) EGD604 is 7 NM east of Dundee ARP. If it appears likely that during the standard missed approach, low performance aircraft will infringe EGD604 then such aircraft should turn right at I-DDE DME 4 onto track 137°M and climb to 2000 (1983) FT before turning right to return to NDB(L) DND at 3000 FT. Pilots should advise ATC on turning onto 137°M and expect to change to Leuchars Approach when instructed for radar assistance.

5 INSTRUMENT APPROACH PROCEDURES

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

6 VISUAL REFERENCE POINTS (VRP)

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

EGPN AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGPN AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPN-2-1
VFR ARRIVAL and DEPARTURE ROUTES
AD 2.EGPN-4-1
INSTRUMENT APPROACH CHART ILS/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-2
INSTRUMENT APPROACH CHART RNP RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 (CAT A,B,C) - ICAO
AD 2.EGPN-8-4
INSTRUMENT APPROACH CHART RNP RWY 27 (CAT A,B,C) - ICAO
AD 2.EGPN-8-5
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGPN-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGPN-8-7

EGPN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

EGNX AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

		Taxiway ALPHA A8-A16: 23 M Surface: Asphalt PCN 70/F/A/W/T Taxiway ALPHA V+W LOOPS: 21 M Surface: Concrete PCN 120/R/C/W/T Taxiway ECHO: 36 M Surface: Concrete PCN 72/R/C/W/T Taxiway FOXTROT: 36 M Surface: Concrete PCN 72/R/C/W/T Taxiway GOLF: 36 M Surface: Concrete PCN 90/R/D/W/T Taxiway HOTEL: 36 M Surface: Concrete PCN 90/R/D/W/T Taxiway LIMA: 23 M Surface: Concrete PCN 131/R/D/W/T Taxiway MIKE M3-E APRON: 46 M Surface: Asphalt PCN 31/F/C/X/T Taxiway MIKE TWY M1-M2: 23 M Surface: Asphalt PCN 58/F/B/X/T Taxiway MIKE TWY M2-M3: 46 M Surface: Asphalt PCN 58/F/B/X/T Taxiway PAPA: 21 M Surface: Asphalt PCN 82/R/D/W/T Taxiway QUEBEC: 18 M Surface: Asphalt PCN 31/F/C/X/T Taxiway SIERRA: 36 M Surface: Concrete PCN 79/R/D/W/T
3	Altimeter checkpoint location and elevation	Passenger Terminal Stands 97 FT North Apron 103 FT
4	VOR checkpoints	
5	INS checkpoints	Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	

EGPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Apart from the GA Apron, nose-in parking in operation on all aprons. All nose-in stands have stand number, yellow centre-line and Stand Entry Guidance System. Stand Entry Guidance is provided by AGNIS/Stop Arrow (painted on the apron) or Safedock Docking Guidance System. Flight crew should be familiar with the guidance available and have an understanding on how they operate. Marshalling service is provided for the GA Apron and Stands 21, 23, 99, 101, 308, 309, 310, 310L, 310R, 311, 311L, 311R, 312, 312L, 313, 314, 315, 316, 317 and 317A.

2	Runway and taxiway markings and lighting	Runway marking aid(s): 06/24: Runway designation, runway centre-line and threshold markings. Touchdown zone and fixed distance markings. Runway edge markings and displaced threshold arrows. Taxiway light(s): Green centre-line lighting with blue edge lights on sharp curves, red stop bars at holding points. Runway exits have alternate green/yellow centre-line lights to the CAT II/III stop bars. Runway guard lights on accesses to runway.
3	Stop bars and runway guard lights (if any)	Illuminated red stop bars are provided where appropriate.
4	Other runway protection measures	Aircraft parked on the GA Apron may start engines and taxi from a nose out position. Flight and ground crew must ensure that roadways etc are protected against any jet blast/prop wash.
5	Remarks	Aircrew are to note that the Stand Entry Guidance (SEG) on all SEG equipped stands is activated by an apron level timer device, operated by airline/handling agent staff. Pilots should not turn off the taxilane centre-line unless the Stand Entry Guidance is illuminated, 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	
(EGPH18682) 24/APPROACH 06/ TAKE-OFF	TREE	555739.00N 0032035.48W	155 FT	56 FT	No	
(EGPH19777) 24/APPROACH 06/ TAKE-OFF	POLE	555729.45N 0032105.46W	128 FT	17 FT	No	
(EGPH19943) 06/APPROACH 24/ TAKE-OFF	TREE	555622.50N 0032358.53W	171 FT	47 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	

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**
(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 January 2024.
MAYBURY ROAD CRANE	CRANE	555729N 0031901W	254 FT	131 FT	Yes Red	Maybury Road area. End estimated June 2025.
BARRATT WEST CRAIGS	CRANE	555651N 0031915W	362 FT	164 FT	Yes Red	Craigs Road Edinburgh. End estimated July 2026.
WEST CRAIGS	CRANE	555650.7N 0031906.7W	332 FT	126 FT	Yes Steady Red	End estimated June 2026.
	CRANE	555648N 0031911W	309 FT	118 FT	Yes Red	Craigs Road Edinburgh. End estimated November 2027.
CALA TURNHOUSE ROAD	CRANE	555640N 0031936W	298 FT	131 FT	Yes Red	Turnhouse Road. End estimated December 2027.

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 (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
06	058.85°	2558 x 45 M	RWY surface: Asphalt, Grooved PCN 68/R/B/W/T	555641.99N 0032313.90W 173.5 FT	THR 110.1 FT TDZ 110.1 FT	
24	238.88°	2558 x 45 M	RWY surface: Asphalt, Grooved PCN 68/R/B/W/T	555717.66N 0032128.66W 173.4 FT	THR 99.8 FT TDZ 100.0 FT	

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

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. 870 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 56 FT 425 M	White Light intensity high 870 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. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 59 FT 380 M	White Light intensity high 900 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	

AERODROME CHART - ICAO

ARP 555700N 0032221W

AD ELEV 136FT

EDINBURGH
EGPH

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**	**ELEVATION**
RWY 06/24	Grooved Asphalt	68/R/B/W/T	-
Main Apron	Concrete	72/R/C/W/T	97 ft amsl
North Apron	Block Paving	31/F/C/X/T	103 ft amsl
East Apron	Concrete	79/R/D/W/T	-
Southeast Apron	Concrete	72/R/C/W/T	-
Turnhouse Apron	Concrete	90/R/D/W/T	-
GA Apron	Concrete	90/R/D/W/T	-
TWY A (A1 to A8 & A16 to D1)	Concrete	120/R/C/W/T	-
TWY A (A8 to A16)	Asphalt	70/F/A/W/T	-
TWY E, F	Concrete	72/R/C/W/T	-
TWY G, H	Concrete	90/R/D/W/T	-
TWY L	Concrete	131/R/D/W/T	-
TWY M (M1 to M2 and M2 to M3)	Asphalt	58/F/B/X/T	-
TWY M (M3 to Twy S), TWY Q	Asphalt	31/F/C/X/T	-
TWY P	Asphalt	82/R/D/W/T	-
TWY S	Concrete	79/R/D/W/T	-

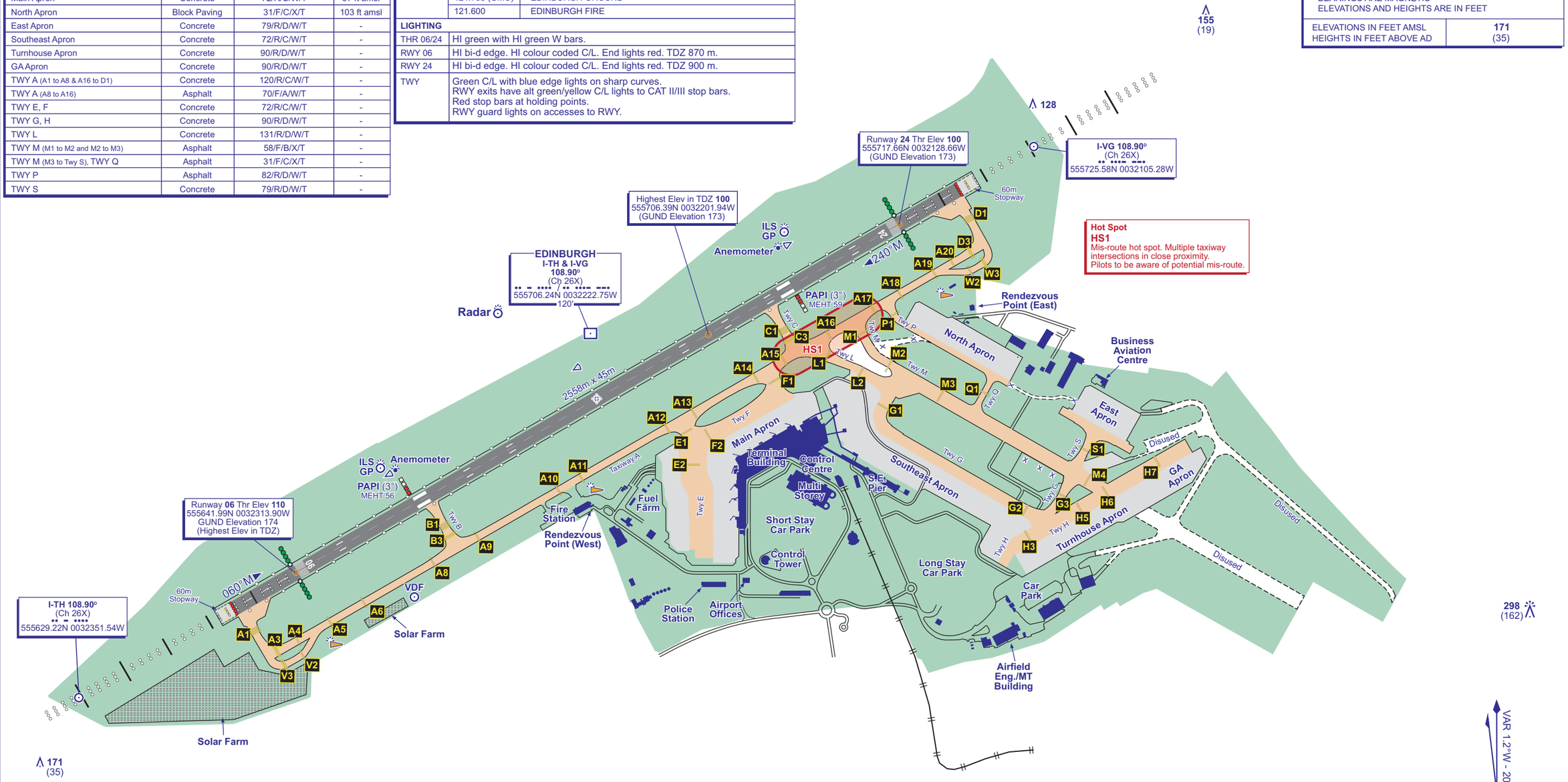
COM		
ATIS	131.355	EDINBURGH TERMINAL INFO
TWR	118.705	EDINBURGH TOWER
	121.755 (GMC)	EDINBURGH GROUND
	121.600	EDINBURGH FIRE

LIGHTING	
THR 06/24	HI green with HI green W bars.
RWY 06	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 870 m.
RWY 24	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 900 m.
TWY	Green C/L with blue edge lights on sharp curves. RWY exits have alt green/yellow C/L lights to CAT II/III stop bars. Red stop bars at holding points. RWY guard lights on accesses to RWY.

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**171**
HEIGHTS IN FEET ABOVE AD	(35)



CHANGE (11/24): BUSINESS AVIATION CENTRE MOVED. GA APRON.

AERO INFO DATE 06 AUG 24

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 555700N 0032221W

AD ELEV 136FT

EDINBURGH
EGPH

COM		
ATIS	131.355	EDINBURGH TERMINAL INFO
TWR	118.705	EDINBURGH TOWER
	121.755 (GMC)	EDINBURGH GROUND
	121.600	EDINBURGH FIRE

LIGHTING	
TWY	Green C/L with blue edge lights on sharp curves. RWY exits have alt green/yellow C/L lights to CAT II/III stop bars. Red stop bars at holding points. RWY guard lights on accesses to RWY.

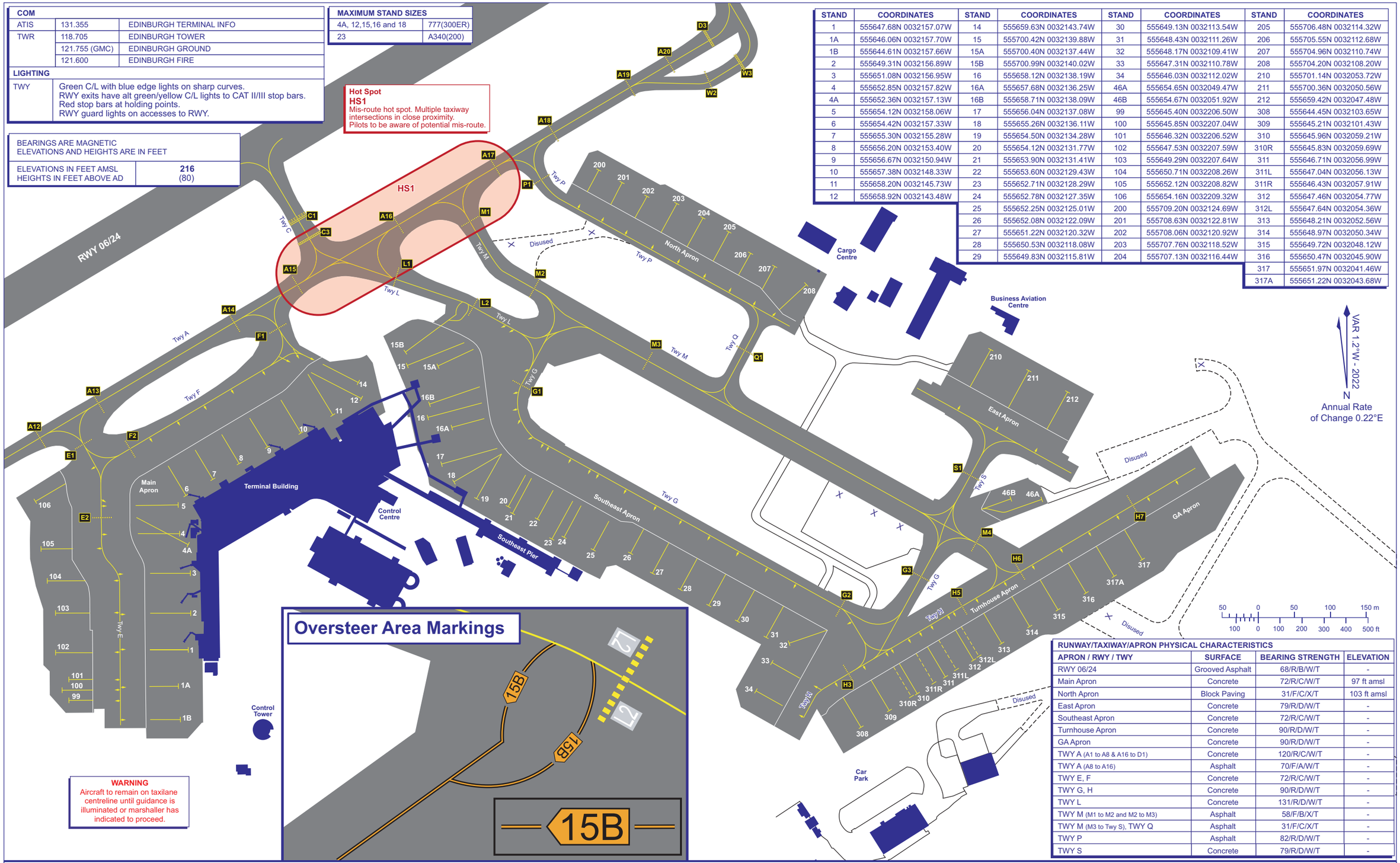
MAXIMUM STAND SIZES	
4A, 12,15,16 and 18	777(300ER)
23	A340(200)

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**216**
HEIGHTS IN FEET ABOVE AD	(80)

Hot Spot
HS1
Mis-route hot spot. Multiple taxiway intersections in close proximity.
Pilots to be aware of potential mis-route.

STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
1	555647.68N 0032157.07W	14	555659.63N 0032143.74W	30	555649.13N 0032113.54W	205	555706.48N 0032114.32W
1A	555646.06N 0032157.70W	15	555700.42N 0032139.88W	31	555648.43N 0032111.26W	206	555705.55N 0032112.68W
1B	555644.61N 0032157.66W	15A	555700.40N 0032137.44W	32	555648.17N 0032109.41W	207	555704.96N 0032110.74W
2	555649.31N 0032156.89W	15B	555700.99N 0032140.02W	33	555647.31N 0032110.78W	208	555704.20N 0032108.20W
3	555651.08N 0032156.95W	16	555658.12N 0032138.19W	34	555646.03N 0032112.02W	210	555701.14N 0032053.72W
4	555652.85N 0032157.82W	16A	555657.68N 0032136.25W	46A	555654.65N 0032049.47W	211	555700.36N 0032050.56W
4A	555652.36N 0032157.13W	16B	555658.71N 0032138.09W	46B	555654.67N 0032051.92W	212	555659.42N 0032047.48W
5	555654.12N 0032158.06W	17	555656.04N 0032137.08W	99	555645.40N 0032206.50W	308	555644.45N 0032103.65W
6	555654.42N 0032157.33W	18	555655.26N 0032136.11W	100	555645.85N 0032207.04W	309	555645.21N 0032101.43W
7	555655.30N 0032155.28W	19	555654.50N 0032134.28W	101	555646.32N 0032206.52W	310	555645.96N 0032059.21W
8	555656.20N 0032153.40W	20	555654.12N 0032131.77W	102	555647.53N 0032207.59W	310R	555645.83N 0032059.69W
9	555656.67N 0032150.94W	21	555653.90N 0032131.41W	103	555649.29N 0032207.64W	311	555646.71N 0032056.99W
10	555657.38N 0032148.33W	22	555653.60N 0032129.43W	104	555650.71N 0032208.26W	311L	555647.04N 0032056.13W
11	555658.20N 0032145.73W	23	555652.71N 0032128.29W	105	555652.12N 0032208.82W	311R	555646.43N 0032057.91W
12	555658.92N 0032143.48W	24	555652.78N 0032127.35W	106	555654.16N 0032209.32W	312	555647.46N 0032054.77W
		25	555652.25N 0032125.01W	200	555709.20N 0032124.69W	312L	555647.64N 0032054.36W
		26	555652.08N 0032122.09W	201	555708.63N 0032122.81W	313	555648.21N 0032052.56W
		27	555651.22N 0032120.32W	202	555708.06N 0032120.92W	314	555648.97N 0032050.34W
		28	555650.53N 0032118.08W	203	555707.76N 0032118.52W	315	555649.72N 0032048.12W
		29	555649.83N 0032115.81W	204	555707.13N 0032116.44W	316	555650.47N 0032045.90W
						317	555651.97N 0032041.46W
						317A	555651.22N 0032043.68W



Oversteer Area Markings

WARNING
Aircraft to remain on taxilane centreline until guidance is illuminated or marshaller has indicated to proceed.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 06/24	Grooved Asphalt	68/R/B/W/T	-
Main Apron	Concrete	72/R/C/W/T	97 ft amsl
North Apron	Block Paving	31/F/C/X/T	103 ft amsl
East Apron	Concrete	79/R/D/W/T	-
Southeast Apron	Concrete	72/R/C/W/T	-
Turnhouse Apron	Concrete	90/R/D/W/T	-
GA Apron	Concrete	90/R/D/W/T	-
TWY A (A1 to A8 & A16 to D1)	Concrete	120/R/C/W/T	-
TWY A (A8 to A16)	Asphalt	70/F/A/W/T	-
TWY E, F	Concrete	72/R/C/W/T	-
TWY G, H	Concrete	90/R/D/W/T	-
TWY L	Concrete	131/R/D/W/T	-
TWY M (M1 to M2 and M2 to M3)	Asphalt	58/F/B/X/T	-
TWY M (M3 to Twy S), TWY Q	Asphalt	31/F/C/X/T	-
TWY P	Asphalt	82/R/D/W/T	-
TWY S	Concrete	79/R/D/W/T	-

CHANGE (11/24): BUSINESS AVIATION CENTRE.

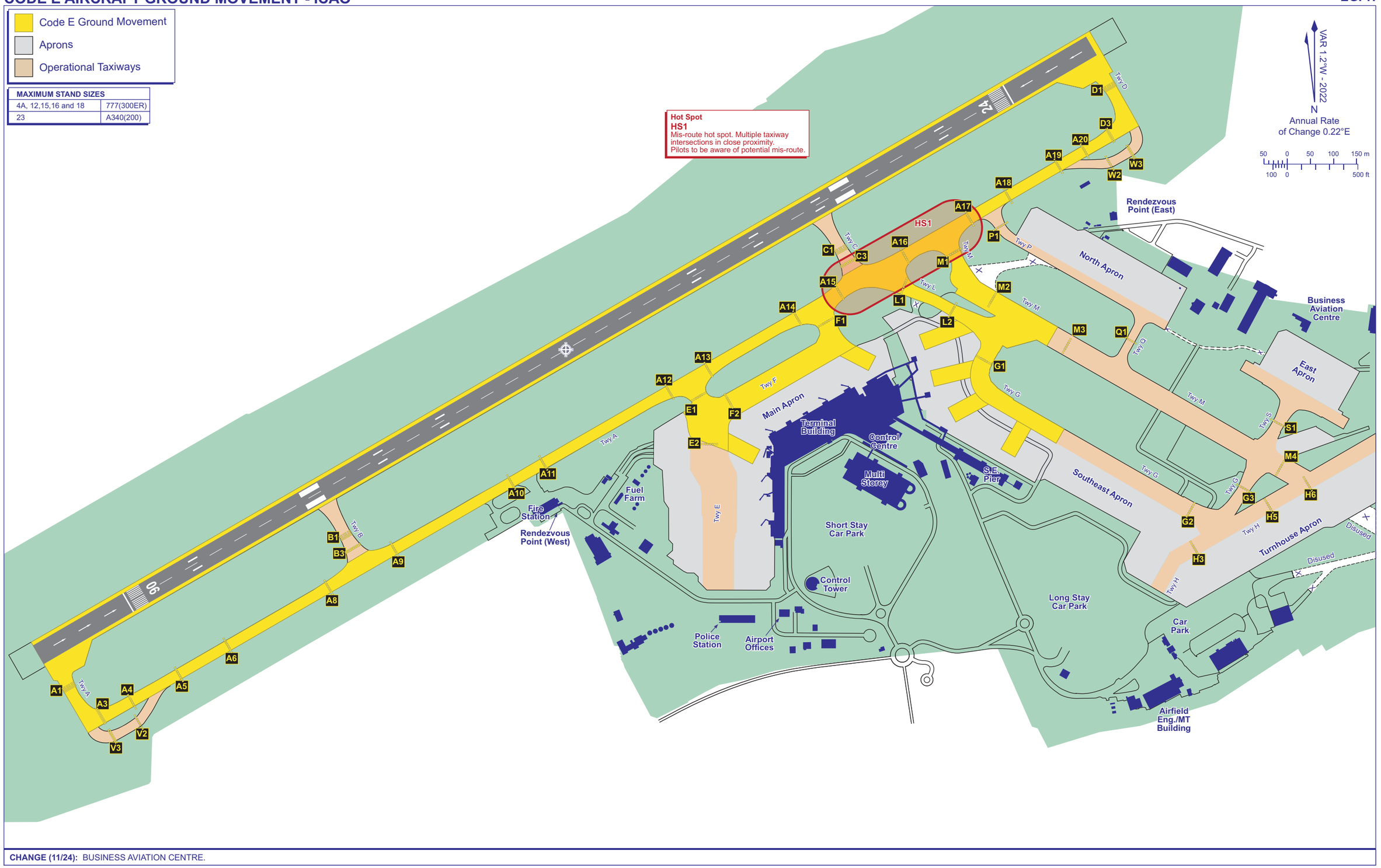
AERO INFO DATE 06 AUG 24

AERODROME CHART
CODE E AIRCRAFT GROUND MOVEMENT - ICAO

ARP 555700N 0032221W

AD ELEV 136FT

EDINBURGH
EGPH



CHANGE (11/24): BUSINESS AVIATION CENTRE.

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**
(EGCL2072)	WATER_TOWER	524251.04N 0000241.84W	97 FT		No	

EGCL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

INTENTIONALLY BLANK

EGCL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
18	180.91°	608 x 30 M	RWY surface: Grass	524428.88N 0000147.34W 151.3 FT	THR 6.3 FT	
36	000.91°	608 x 30 M	RWY surface: Grass	524412.08N 0000147.78W 151.3 FT	THR 6.3 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
						RWY 18 Threshold displaced by 88 M.
						RWY 36 Due to intersection with unlicensed Runway 08/26, Runway 36 edge/corner markings are absent at the threshold.

EGCL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	**2**	**3**	**4**	**5**	**6**
18	608 M	608 M	608 M	519 M	
36	608 M	608 M	608 M	608 M	

EGCL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
18		Green wingbars	OTHER Left/ 4.25° LITAS			Light intensity low	Red Light intensity low		

EGCL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 524430.93N 0000143.68W Flashing Green 'FE'.
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGCL AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGCL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
FENLAND ATZ A circle, 2 NM radius, centred at 524422N 0000148W on longest notified runway (18/ 36)	Upper limit: 2000 FT AGL Lower limit: SFC	G	FENLAND RADIO English			

EGCL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	FENLAND RADIO	122.930 MHz A/G frequency.			Tue-Sun 0900-1700 (0800-1600) or SS, whichever is earlier.	ATZ hours coincident with A/G hours.

EGCL AD 2.19 RADIO NAVIGATION AND LANDING AIDS

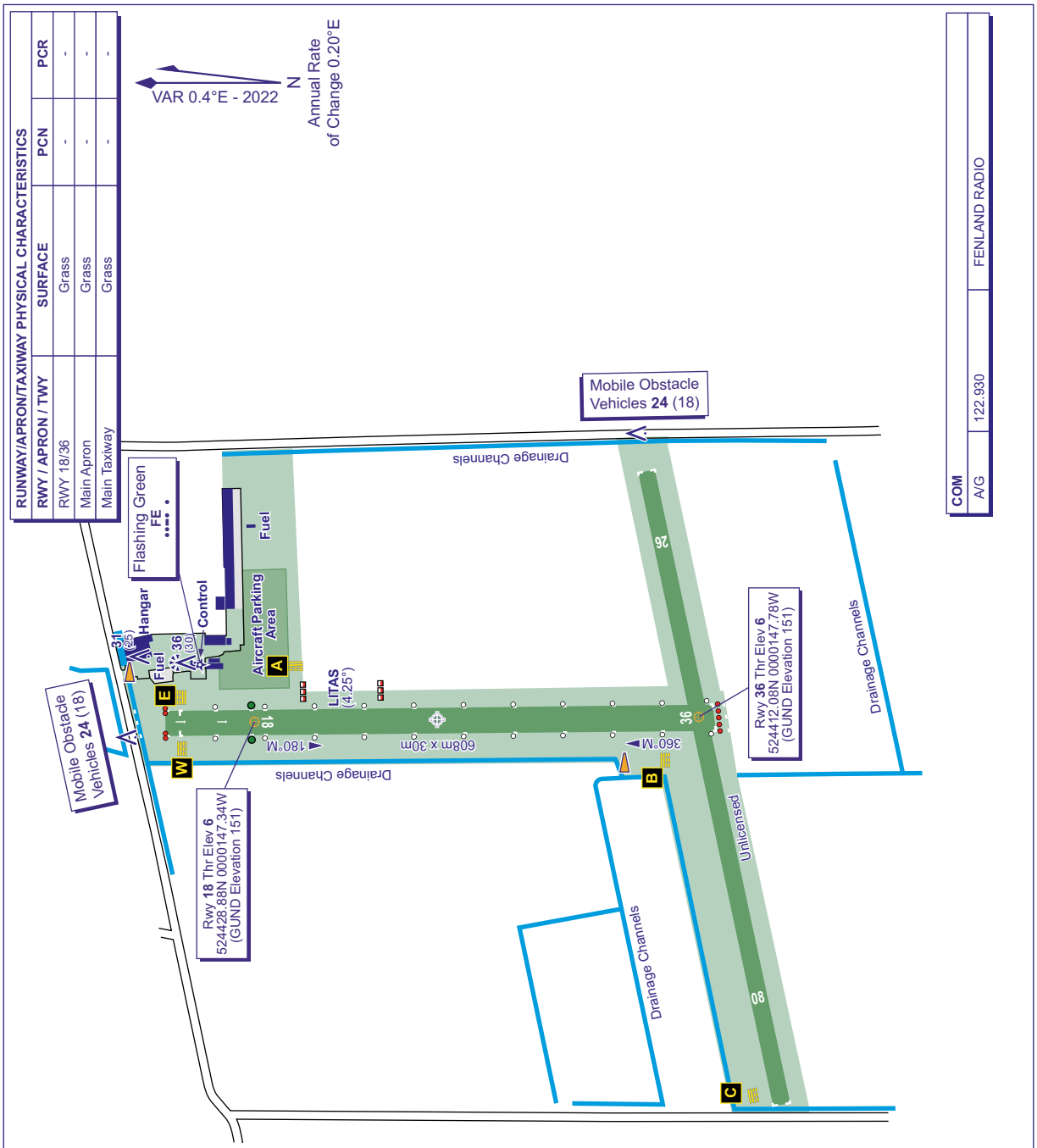
INTENTIONALLY BLANK

FENLAND EGCL

AD ELEV 6FT

ARP 524422N 0000148W

AERODROME CHART - ICAO



RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	SURFACE	PCN	PCR
RWY 18/36	Grass	-	-
Main Apron	Grass	-	-
Main Taxiway	Grass	-	-

COM		
A/G	122.930	FENLAND RADIO

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 — **36**
HEIGHTS IN FEET ABOVE AD — (30)

50 0 50 100 150 m
100 0 500 ft

CHANGE (11/24): AD BEACON MORSE. EDITORIAL.

INTENTIONALLY BLANK

		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 Taxiway R: 10 M Surface: Grass
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): 04/22: Runway designation, threshold, centre-line and edge markings. Runway intersections marked. 04G/22G: Runway designation and Corner Markings. 09/27: 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 D and Taxiway G. Helicopter parking as directed by ATC and with a marshaller if available.

EGBJ 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**
(EGBJ11869) 27/APPROACH	TREE	515508.05N 0020029.20W	1125 FT	60 FT	No	
(EGBJ10484) 22/APPROACH 04/ TAKE-OFF	TREE	515355.00N 0020918.97W	159 FT	74 FT	No	
(EGBJ7173) 22/APPROACH 04/ TAKE-OFF	BUILDING	515351.67N 0020932.13W	127 FT	19 FT	No	
(EGBJ9644) 22/APPROACH 04/ TAKE-OFF	TREE	515351.17N 0020930.85W	129 FT	19 FT	No	
(EGBJ12673) 22/APPROACH 04/ TAKE-OFF	MOBILE OBST	515349.56N 0020928.40W	125 FT	16 FT	No	
(EGBJ12672) 22/APPROACH 04/ TAKE-OFF	MOBILE OBST	515348.84N 0020927.09W	125 FT	17 FT	No	
(EGBJ11696) 09/TAKE-OFF	CHURCH SPIRE WV	515347.20N 0020620.30W	351 FT	155 FT	No	
(EGBJ10473) 27/APPROACH 09/ TAKE-OFF	TREE	515346.89N 0020923.88W	136 FT	33 FT	No	
(EGBJ10758) 27/APPROACH 09/ TAKE-OFF	TREE	515344.78N 0020920.66W	131 FT	24 FT	No	
(EGBJ10757) 27/APPROACH 09/ TAKE-OFF	TREE	515344.52N 0020921.72W	133 FT	25 FT	No	
(EGBJ10464) 27/APPROACH 09/ TAKE-OFF	TREE	515344.20N 0020914.79W	137 FT	39 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**
(EGBJ10769) 27/APPROACH 09/ TAKE-OFF	TREE	515343.45N 0020917.31W	139 FT	33 FT	No	
(EGBJ10768) 27/APPROACH 09/ TAKE-OFF	TREE	515342.76N 0020920.22W	133 FT	22 FT	No	
(EGBJ11660) 27/APPROACH 09/ TAKE-OFF	TREE	515342.66N 0020914.49W	138 FT	37 FT	No	
(EGBJ10763) 27/APPROACH 09/ TAKE-OFF	BUSH	515342.43N 0020921.78W	126 FT	14 FT	No	
(EGBJ10779) 27/APPROACH 09/ TAKE-OFF	TREE	515340.97N 0020917.32W	139 FT	30 FT	No	
(EGBJ10778) 27/APPROACH 09/ TAKE-OFF	TREE	515340.95N 0020918.60W	139 FT	27 FT	No	
(EGBJ10987) 09/APPROACH 27/ TAKE-OFF	TREE	515338.60N 0021101.88W	137 FT	61 FT	No	
(EGBJ11237) 09/APPROACH 27/ TAKE-OFF	TREE	515338.19N 0021054.42W	125 FT	57 FT	No	
(EGBJ10985) 09/APPROACH 27/ TAKE-OFF	TREE	515337.58N 0021102.53W	136 FT	60 FT	No	
(EGBJ11416) 09/TAKE-OFF	CRANE JIB	515337.42N 0020748.20W	237 FT	98 FT	Yes Red	
(EGBJ10052) 09/APPROACH 27/ TAKE-OFF	TREE	515337.32N 0021053.77W	110 FT	41 FT	No	
(EGBJ10983) 09/APPROACH 27/ TAKE-OFF	TREE	515336.84N 0021058.61W	123 FT	47 FT	No	
(EGBJ10049) 09/APPROACH 27/ TAKE-OFF	TREE	515336.79N 0021053.40W	112 FT	42 FT	No	
(EGBJ10982) 09/APPROACH 27/ TAKE-OFF	TREE	515336.55N 0021100.57W	138 FT	61 FT	No	
(EGBJ10047) 09/APPROACH 27/ TAKE-OFF	TREE	515336.42N 0021053.25W	107 FT	35 FT	No	
(EGBJ10978) 09/APPROACH 27/ TAKE-OFF	TREE	515335.89N 0021059.62W	138 FT	60 FT	No	
(EGBJ7762) 09/APPROACH 27/ TAKE-OFF	AERIAL	515334.02N 0021050.88W	97 FT	24 FT	No	
(EGBJ10957) 09/APPROACH 27/ TAKE-OFF	TREE	515333.15N 0021042.87W	105 FT	44 FT	No	
(EGBJ10970) 09/APPROACH 27/ TAKE-OFF	TREE	515333.10N 0021106.26W	140 FT	63 FT	No	
(EGBJ11194) 09/APPROACH 27/ TAKE-OFF	TREE	515332.07N 0021107.59W	145 FT	68 FT	No	
(EGBJ10962) 09/APPROACH 27/ TAKE-OFF	TREE	515331.14N 0021058.93W	141 FT	65 FT	No	
(EGBJ11824) 27/APPROACH	HV PYLON	515327.73N 0020035.15W	993 FT	156 FT	No	
09 APPROACH/27 TAKE-OFF	CRANE	515326.78N 0021226.03W	149 FT	98 FT	Yes Red	Innsworth Lane. End estimated March 2026.
(EGBJ10876) 04/APPROACH 22/ TAKE-OFF	TREE	515315.95N 0021010.88W	116 FT	46 FT	No	
(EGBJ10855) 04/APPROACH 22/ TAKE-OFF	TREE	515314.50N 0021008.83W	113 FT	40 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**
(EGBJ12020)	TREE	515550.22N 0020153.07W	791 FT	99 FT	No	
(EGBJ12023)	TREE	515547.06N 0020147.39W	857 FT	85 FT	No	
(EGBJ11775)	MAST	515205.96N 0021025.06W	580 FT	105 FT	Yes Red	

AERODROME CHART - ICAO

ARP 515339N 0021002W

AD ELEV 101FT

GLOUCESTERSHIRE
EGBJ

COM		
ATIS	127.480	GLOUCESTER INFO
TWR	122.905	GLOUCESTER TOWER
	121.600	GLOUCESTER FIRE

LIGHTING	
APCH 09	HI 230 m basic C/L with 1 bar.
APCH 27	HI 312 m intermediate C/L with 2 bars.
THR 09/27	HI green W bars.
RWY 09/27	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.

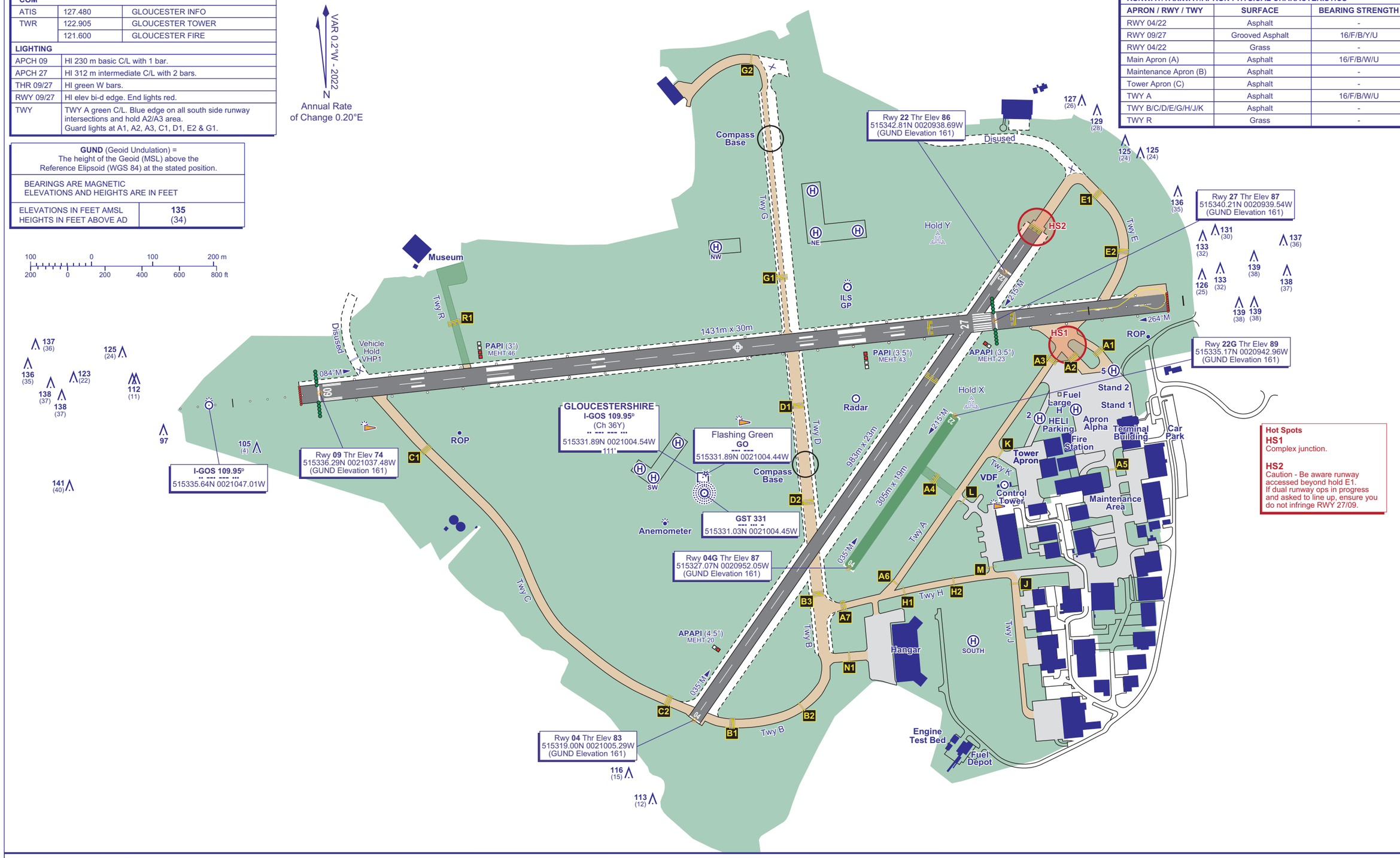
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	135
HEIGHTS IN FEET ABOVE AD	(34)

VAR 0.2°W - 2022
Annual Rate of Change 0.20°E

100 0 100 200 m
200 0 200 400 600 800 ft

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 04/22	Asphalt	-
RWY 09/27	Grooved Asphalt	16/F/B/Y/U
RWY 04/22	Grass	-
Main Apron (A)	Asphalt	16/F/B/W/U
Maintenance Apron (B)	Asphalt	-
Tower Apron (C)	Asphalt	-
TWY A	Asphalt	16/F/B/W/U
TWY B/C/D/E/G/H/J/K	Asphalt	-
TWY R	Grass	-



Hot Spots

HS1
Complex junction.

HS2
Caution - Be aware runway accessed beyond hold E1.
If dual runway ops in progress and asked to line up, ensure you do not infringe RWY 27/09.

CHANGE (11/24): OBSTACLES.

AERO INFO DATE 23 AUG 24

INTENTIONALLY BLANK

d) Circuit Joining and Training Height – Standard circuit height is 700 FT AAL.
e) Jet Aircraft Procedures – The Noise Preferential Routings and Procedures specified above will be used except that on 'going around', aircraft operating under IFR will, unless otherwise instructed, carry out the published missed approach procedure. Aircraft operating under VFR/SVFR will carry out a missed approach procedure as instructed by Air Traffic Control.
f) Training flights by approved 'quiet' jet aircraft may be permitted between 0800-2000 (0700-1900) Monday to Saturday inclusive (details from ATC).
g) All aircraft are to avoid overflying the Princess Elizabeth Hospital (2 NM ENE of the aerodrome) at less than 1000 FT AGL.
h) Chapter 2 aircraft are not permitted to use Guernsey Airport unless the operator has received special permission from the Guernsey Airport General Manager.

EGJB AD 2.22 FLIGHT PROCEDURES

1 INBOUND PROCEDURES

a) Arrival routes at AD 2-EGJB-7-1 may be varied at the discretion of ATC.

2 VFR FLIGHT

a) A flight plan must be filed for all flights within and intending to transit the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.
b) VFR clearance to operate within the Guernsey ATZ will not be granted if the reported visibility is less than 5 KM or the reported cloud ceiling is less than 1500 FT in accordance with SERA.5001.
c) Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
d) Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA.5001. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
e) VFR Flights may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

3 VISUAL REFERENCE POINTS (VRP)

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

4 SPECIAL VFR FLIGHT

a) Prior Permission

i. A flight plan must be filed for all Special VFR flights within and intending to transit the Channel Islands CTR. For flights between Guernsey and Alderney and vice versa, abbreviated flight plan details may be submitted on forms available at either aerodrome.
ii. Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. Special VFR flights within the Guernsey ATZ will be subject to the general conditions laid down for Special VFR flights in SERA.5010. Pilots must note that the Channel Island Director of Civil Aviation has not adopted the SERA derogations issued by the United Kingdom, and therefore they do not apply in Channel Island Airspace.
iii. Special VFR clearances for flights within the Channel Islands CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR Flights.
iv. The use of Special VFR clearances is intended to be limited to light aircraft which cannot comply with full IFR requirements and wish to proceed to or from an aerodrome within or to transit the Channel Islands CTR.

b) Special Routes

i. Aircraft operating in accordance with Special VFR will normally be cleared via the published VRPs or on tracks to/from adjacent aerodromes or navigation aids, or as per flight planned route.
ii. Special VFR may be subject to delay when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to alternate aerodrome if necessary.

c) Weather Minima

i. Aircraft shall be given a radar service whilst within Channel Islands Airspace. It is the responsibility of the pilot to comply with minimum VMC criteria in accordance with SERA.5010. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
ii. Special VFR clearances to operate within the Guernsey ATZ will not be granted to a fixed wing aircraft if the reported visibility is less than 1500 M or the reported cloud ceiling is less than 600 FT (SERA.5010).
iii. Special VFR clearances to operate within the Guernsey ATZ will not be granted to a helicopter if the reported visibility is less than 800 M or the reported cloud ceiling is less than 600 FT (SERA.5010).
iv. The Director of Civil Aviation has approved the issue of Special VFR clearances at night.

5 SARK RESTRICTED AREA

a) Pilots are to note that flight is not permitted at a height of less than 2000 FT above ground level within 3 NM of 492546N 0022145W on the Island of Sark (R095) except with the permission of the Channel Islands Director of Civil Aviation or from Guernsey ATC as necessary.

6 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.
b) Radio Failure in the circuit

i. The pilot of an aircraft in the circuit experiencing radio failure should set the transponder code to 7600, and make one orbit away from the airfield. At the end of the downwind leg, proceed to final and land, providing the runway is clear.
ii. The pilot of an aircraft on base leg or final, having been cleared to final when the failure occurs, should, if time permits, change code to 7600, continue the approach and land, providing the Runway is clear.
iii. The pilot of a non transponder equipped aircraft should adopt the same procedure as in i), or ii).

7 FLIGHT PLANS

a) See ENR 1.11.

8 OMNI-DIRECTIONAL DEPARTURES

a) Only available with ATC clearance.

Omni-directional Departures		
Runway	**Description**	**Restrictions**
09	Climb straight ahead on track 089°M to 850 QNH (514 QFE), then turn on track climbing to enroute safety altitude or in accordance with ATC Clearance. PDG 3.3%.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJB AD 2.21 for Noise Abatement Procedures.
27	Climb straight ahead on track 269°M to 850 QNH (514 QFE), then turn on track climbing to enroute safety altitude or in accordance with ATC clearance. PDG 3.3%.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGJB AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require climb to a higher level. See EGJB AD 2.21 for Noise Abatement Procedures.

9 CARRIAGE AND OPERATION OF SSR TRANSPONDERS

a) The carriage and operation of SSR transponder equipment with the following capability is mandatory when flying within the Channel Islands CTR, CTA or TMA:

i. when operating as a VFR or Special VFR Flight;
ii. when operating under IFR - Mode A 4096 codes and Mode C with altitude reporting capability.

b) Exemptions from the requirements may be given in the following circumstances:

i. for notified agreed events such as air rallies etc., applications for exemption must be made in writing to Manager - Air Traffic Control, Jersey Airport, Channel Islands, Email: atc@jerseyairport.com at least one calendar month before the event;
ii. for short notice exemptions, applications must be made to the Watch Supervisor, Jersey Airport, Tel: 01534-446086 giving full details. Such exemptions will not normally be granted unless it is considered that exceptional circumstances exist.

EGJB AD 2.23 ADDITIONAL INFORMATION

a) Guernsey Approach and Guernsey Tower may be provided as a combined function. Periods when active will be notified by ATIS.

EGJB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGJB-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGJB-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGJB-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) GULDA - ICAO

		Taxiway GOLF: 18 M Surface: Asphalt PCN 23/F/D/Y/U Taxiway JULIET: 10.5 M Surface: Asphalt PCN 23/F/D/Y/U Taxiway NOVEMBER: 15 M Surface: Asphalt PCN 23/F/D/Y/U
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGNR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 04/22: Designators 04/22. Permanently displaced thresholds. TDZ and fixed distance markers. Blue edge markers on runway turning circles. Taxiway light(s): Taxiway J is not lit, but has retro reflective lin-laner markers.
3	Stop bars and runway guard lights (if any)	Stop Bars at Hold points A1, B1, C1, D1, E1, G1 and N1. Runway guard lights at Hold points A1, B1, C1, D1, E1, G1 and N1.
4	Other runway protection measures	
5	Remarks	Taxiways G and J are unlit and not available for use at night. WDIs (LGTD): 531030.01N 0025908.18W; 531059.37N 0025829.30W.

EGNR AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNR4064) 22/APPROACH 04/ TAKE-OFF	CHIMNEY	531614.60N 0025017.59W	526 FT	498 FT	No	
(EGNR5014) 22/APPROACH 04/ TAKE-OFF	PYLON	531251.10N 0025610.31W	174 FT	86 FT	No	
(EGNR313) 22/APPROACH 04/ TAKE-OFF	PYLON	531216.18N 0025643.33W	102 FT	88 FT	No	
(EGNR310) 22/APPROACH 04/ TAKE-OFF	PYLON	531156.62N 0025628.47W	92 FT	74 FT	No	
(EGNR12719) 22/APPROACH 04/ TAKE-OFF	TREE	531120.40N 0025741.09W	55 FT	38 FT	No	
(EGNR10115) 22/APPROACH 04/ TAKE-OFF	SILO	531117.61N 0025738.92W	55 FT	36 FT	No	
(EGNR10065) 22/APPROACH 04/ TAKE-OFF	TREE	531117.36N 0025742.60W	52 FT	35 FT	No	
(EGNR12732) 22/APPROACH 04/ TAKE-OFF	TREE	531115.19N 0025744.92W	55 FT	38 FT	No	
(EGNR12745) 22/APPROACH	TREE	531114.62N 0025740.16W	68 FT	51 FT	No	
(EGNR8898) 22/APPROACH 04/ TAKE-OFF	MOBILE OBST	531108.89N 0025800.75W	33 FT	15 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	

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**
(EGNR6882) 04/APPROACH 22/ TAKE-OFF	LAMP POST	531010.78N 0025923.25W	78 FT	18 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	
(EGNR7963) 04/APPROACH 22/ TAKE-OFF	LAMP POST	530939.17N 0030028.87W	190 FT	36 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	
(EGNR12996)	CONIFER TREE	530938.22N 0030036.52W	262 FT	95 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	169 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 (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
04	041.00°	2093 x 45 M	RWY surface: Concrete and asphalt. Grooved. PCN 66/R/D/X/T	531023.68N 0025904.93W 172.7 FT	THR 31.6 FT TDZ 31.6 FT	RWY 04 -1:239 Down RWY 22 1:239 Up
22	221.01°	2093 x 45 M	RWY surface: Concrete and asphalt. Grooved. PCN 66/R/D/X/T	531058.84N 0025814.06W 172.6 FT	THR 16.7 FT TDZ 16.8 FT	RWY 04 -1:239 Down RWY 22 1:239 Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	147 x 150 M	2082 x 280 M	90 x 90 M -			RWY 04 Threshold displaced by 302 M.
	166 x 150 M	2082 x 280 M	90 x 90 M -			RWY 22 Threshold displaced by 351 M. 87 M starter strip.

EGNR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	1962 M	2109 M	1962 M	1660 M	
22	2042 M	2208 M	2042 M	1742 M	
04	1468 M	1615 M	1468 M		Take-off from intersection with Taxiway D.
04	1082 M	1229 M	1082 M		Take-off from intersection with Taxiway A.
22	2093 M	2259 M	2093 M	1742 M	For Beluga operations only.
22	2042 M	2208 M	2042 M		Take-off from intersection with Taxiways C and N.
22	1263 M	1429 M	1263 M		Take-off from intersection with Taxiway G.
22	911 M	1077 M	911 M		Take-off from intersection with Taxiway A.

EGNR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	One crossbar. Runway 04 has a final cleared plane of 1:32 over a distance of 1.75 miles, safeguarded at 1:50 incorporating a 3.5° ILS glideslope with an OCA of 570 FT. 427 M Light intensity high	Green Light intensity high Indented with green wingbars	PAPI Right/ 3.5° 47 FT 269 M	480 M 8 bar	1663 M 30 M spacing 900 M red/ white caution zone LED White Light intensity high	Elev bi-directional with omni-directional component Light intensity high	Red		
22	Two crossbars. 366 M Light intensity high	Green Light intensity high Indented with green wingbars	PAPI Left/3° 42 FT 291 M	540 M 9 bar	1743 M 30 M spacing 900 M red/ white caution zone LED White Light intensity high	Elev bi-directional with omni-directional component Light intensity high	Red		

EGNR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 531031.61N 0025911.27W
3	TWY edge and centre line lighting	CL: Green centre-line lighting on turn pads (04/22), Taxiways E, B and Beluga Apron. EDGE: Blue edge lights on Taxiways A, B, C, D, E and N.
4	Secondary power supply/switch-over time	UPS and stand-by generator by ATC tower. 1 second switch-over time on generator.
5	Remarks	Obstacle lighting, apron floodlighting (except Apron N).

EGNR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 531052.44N 0025841.23W, 172.7 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 13 M (daylight use only). Police aiming point marked by Triangle at north end of taxiway Juliet, exclusively for use by police 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: 2000 FT AGL Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT		ATZ hours coincident with TWR hours as detailed in AD 2.18.
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(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	HAWARDEN TOWER	124.955 MHz DOC 20 NM/ 6,000 FT.			Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	ATZ hours coincident with Tower hours.
RADAR	HAWARDEN RADAR	120.055 MHz DOC 40 NM/ 20,000 FT.			Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	
		130.015 MHz DOC 40 NM/ 20,000 FT. Not continuously monitored.			When directed by ATC.	
ATIS	HAWARDEN INFORMATION	125.430 MHz DOC 40 NM/ 20,000 FT.			Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	
OTHER	HAWARDEN FIRE	121.605 MHz 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/LLZ I 0.67°W (2022)	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	531032.82N 0025902.39W		3.5° ILS Ref Datum Hgt 42 FT.
ILS/LLZ I 0.67°W (2022)	IHDN	110.350 MHz	HO	531011.58N 0025922.44W		(RWY 22) LOC off-course clearance: It should be noted that false capture may occur in the sector 26 to 30 left of centre-line with certain types of aircraft navigation receiver. 22 ILS has an infringement of the transitional surface by hangar ENE of the runway threshold.
ILS/GP	IHDN	334.850 MHz	HO	531054.58N 0025830.94W		3° ILS Ref Datum Hgt 52 FT.
DME	IHWD	40Y 110.350 MHz	HO	531043.90N 0025844.33W	50 FT	(RWY 04) On AD. Freq paired with ILS I-HDN and I-HWD. Zero range to THR of Runway 22 and 04. Due to terrain effects DME unusable below 4500 FT in sector 240 to 270 MAG, in excess of 15 NM.
DME	IHDN	40Y 110.350 MHz	HO	531043.90N 0025844.33W	50 FT	(RWY 22) On AD. Freq paired with ILS I-HDN and I-HWD. Zero range to THR of Runway 22 and 04. Due to terrain effects DME unusable below 4500 FT in sector 240 to 270 MAG, in excess of 15 NM.
NDB (L) 0.67°W (2022)	HAW	340.000 kHz	HO	531045.00N 0025846.33W		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) Runway 22 strip end is infringed on the left hand side by a frangible garden fence to a distance of 34 M.
f) High Ground to 1848 FT AMSL between 5 NM and 10 NM Southwest of the AD.
g) Hangar infringes the southern transitional surface to Runway 04/22 by 7.94 M. It is fitted with an obstruction light.
h) 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.
i) 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.
j) 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 Operations 'H' is available for helicopters up to 'd' value not exceeding 13.5 M, during daylight hours only.
b) Aiming point on Taxiway J is available ONLY for approved Police Air Support Unit 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

EGNR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

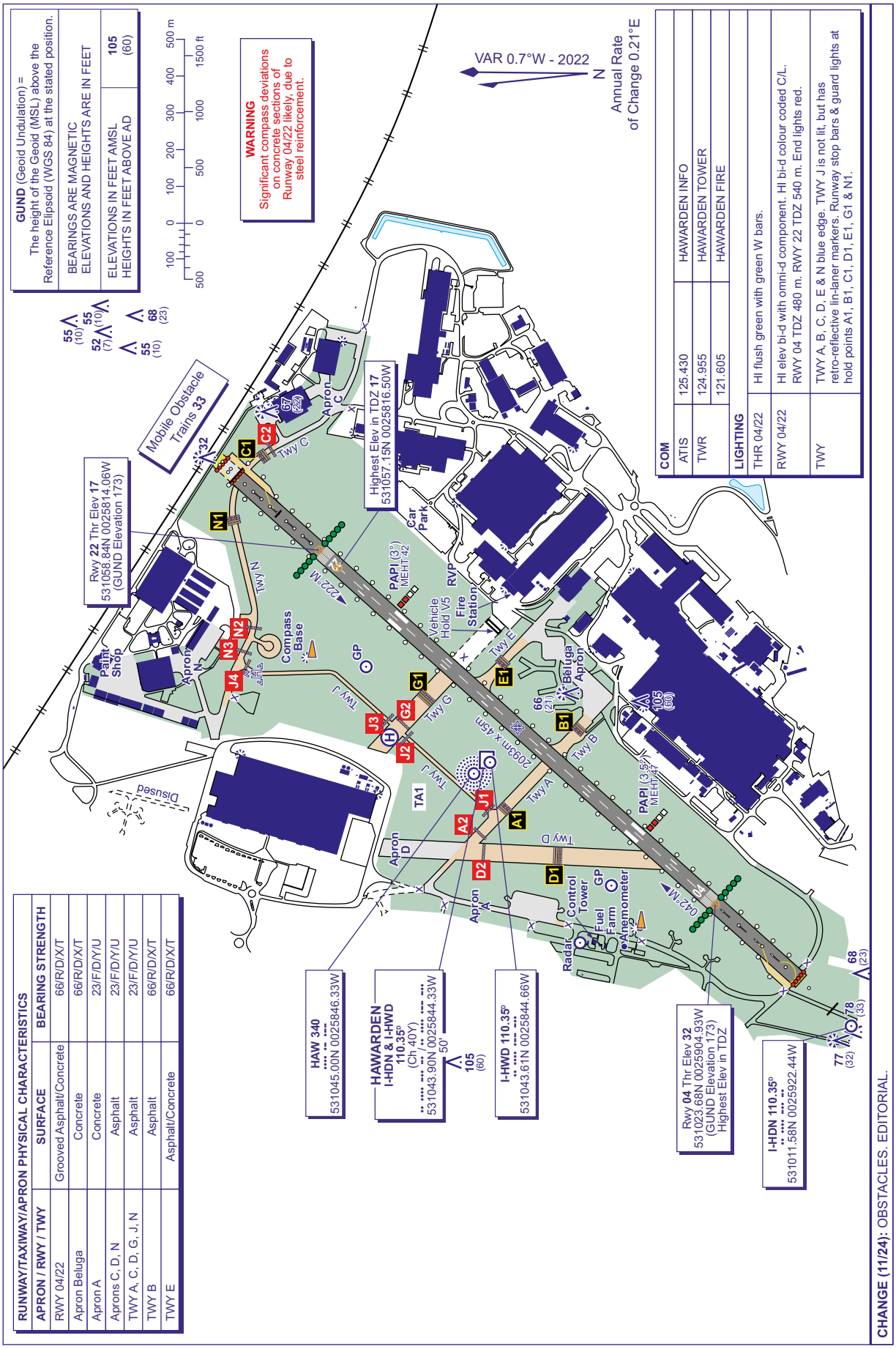
Not applicable

HAWARDEN EGNR

AERODROME CHART - ICAO

ARP 531041N 0025840W

AD ELEV 45FT



INTENTIONALLY BLANK

6	Remarks	See AD 2-EGPE-2-2 Aircraft Parking/Docking Chart for PCN details.

EGPE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	By marshaller. Self-parking will be permitted by light aircraft on North Apron only.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Centre-line, threshold and TDZ markings. Runway light(s): 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	
(EGPE7601)	MAST	573745.96N 0040513.72W	813 FT	147 FT	Yes Red	
(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	
(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	

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**
(EGPE5205)	PYLON	573139.65N 0035810.40W	302 FT	90 FT	No	
(EGPE7919)	TREE	573025.57N 0035801.84W	660 FT	175 FT	No	
(EGPE7918)	TREE	573024.15N 0035803.54W	662 FT	156 FT	No	
(EGPE7762)	TREE	573022.45N 0040246.46W	501 FT	116 FT	No	
(EGPE5074)	PYLON	572814.94N 0040109.66W	1065 FT	168 FT	No	
(EGPE5075)	PYLON	572814.17N 0040128.09W	999 FT	134 FT	No	
(EGPE5076)	PYLON	572809.31N 0040144.22W	1022 FT	155 FT	No	

EGPE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Met Office - Aviation Briefing Service is available via personal internet enabled devices.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	INVERNESS
10	Additional information (limitation of service, etc.)	Unverified automatic met observations are available on ATIS (109.200 MHz) or by telephone on 01667-464255 outside hours of aerodrome/ATC hours.

EGPE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	049.44°	1888 x 45 M	RWY surface: Asphalt, Grooved PCN 40/F/C/X/T	573214.54N 0040331.23W 172.0 FT	THR 29.7 FT TDZ 29.8 FT	05/23 1:774
23	229.46°	1888 x 45 M	RWY surface: Asphalt, Grooved PCN 40/F/C/X/T	573252.84N 0040207.99W 171.9 FT	THR 21.1 FT TDZ 25.6 FT	05/23 1:774
11	109.59°	701 x 18 M	RWY surface: Asphalt PCN 39/F/C/X/T	573240.70N 0040335.49W 172.0 FT	THR 31.1 FT	RWY 11/29 1:459
29	289.60°	701 x 18 M	RWY surface: Asphalt PCN 39/F/C/X/T	573233.10N 0040255.78W 172.0 FT	THR 25.6 FT	RWY 11/29 1:459

EGBP — KEMBLE

EGBP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBP — KEMBLE

EGBP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 514005N Long: 0020325W Mid-point of Runway 08/26
2	Direction and distance from city	4.5 NM SW of Cirencester.
3	Elevation / Reference temperature / Mean Low Temperature	436 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	160 FT
5	Magnetic Variation / Annual Change	0.16°W (2022) / 0.20°E
6	AD Administration Address Telephone Telefax E-mail address Web address	KEMBLE AIR SERVICES LIMITED The Control Tower, Kemble Airfield, Cirencester, Gloucestershire GL7 6BA. 01285-771177 (Kemble Ops) 01285-771318 ops@cotswoldairport.com http://www.cotswoldairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	GA Agreement aerodrome. Refer to GEN 1.2 for notification requirements. Designated aerodrome for Special Branch purposes.

EGBP AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1600); and by arrangement.
2	Customs and immigration	By arrangement. Minimum notice periods apply.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours, in Operations Department. Self briefing.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As AD hours, in Operations Department. Self briefing.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Last uplift 15 minutes before aerodrome closes; and by arrangement.
9	Handling	As AD hours and by arrangement.
10	Security	
11	De-icing	
12	Remarks	This aerodrome is strictly PPR by telephone at all times. Out of hours movements, refuelling and night flying by arrangement. AD may close during adverse weather conditions including snow.

EGBP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By Arrangement.
2	Fuel and oil types	AVTUR JET A1 (F35), AVGAS 100LL W80, W100, 80, 100, 15W50
3	Fuelling facilities/capacity	AVGAS 100LL fuel installation is self service (pay at pump). Mobile bowser available. Jet fuel requirements by arrangement with Kemble Ops before uplift.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	Handling service contacts: Operations - Kemble Air Services Ltd. Tel: +44 (0)1285-771177 Email: ops@cotswoldairport.com

EGBP AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	On aerodrome.
3	Transportation	Taxis and car hire available by pre-booking through handling agent. Nearest railway station: 1 mile.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bank 5 miles. Post Office 1 mile.
6	Tourist Office	5 miles.
7	Remarks	Accommodation and transportation arrangements can be made via handling agent.

EGBP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	In the event of an incident, light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources in conjunction with aircraft operators.
4	Remarks	

EGBP AD 2.7 SEASONAL AVAILABILITY - CLEARING

INTENTIONALLY BLANK

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

1	Apron surface and strength	ALPHA/TOWER APRON Surface: Grass BELFAST APRON Surface: Asphalt PCR 400/F/C/W/U D SITE APRON Surface: Asphalt PCR 400/F/C/W/U G SITE AREA Surface: Concrete PCR 120/R/C/W/U NORTH APRON Surface: Asphalt PCR 400/F/C/W/U
2	Taxiway width, surface and strength	Taxiway A A3-A4: 23 M Surface: Macadam PCR 400/F/C/W/U Taxiway A A4-A5: 15 M Surface: Macadam PCR 400/F/C/W/U Taxiway A A5-H SITE: 10.5 M Surface: Macadam PCR 400F/C/W/U Taxiway A RWY-A2: 10.5 M Surface: Macadam PCR 400/F/C/W/U

		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	Two unlit windsleeves 514004.63N 0020303.21W - 514004.67N 0020353.63W; and an illuminated windsleeve 514002.65N 0020322.54W 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

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**
(EGBP6760) 26/APPROACH 08/ TAKE-OFF	HANGAR L	514013.42N 0020257.04W	472 FT		Yes Red	
(EGBP6605) 26/APPROACH 08/ TAKE-OFF	D2 WALL	514012.69N 0020257.25W	457 FT		No	
(EGBP7160) 26/APPROACH 08/ TAKE-OFF	ROAD 4 8M	514006.76N 0020238.67W	421 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**
(EGBP7390) 26/APPROACH 08/ TAKE-OFF	TREE	514006.14N 0020224.32W	482 FT		No	
(EGBP6509) 08/APPROACH 26/ TAKE-OFF	MAST	514001.70N 0020450.99W	488 FT		No	
(EGBP7527) 08/APPROACH 26/ TAKE-OFF	TREE	514001.55N 0020431.73W	476 FT		No	
(EGBP7521) 08/APPROACH 26/ TAKE-OFF	TREE	514000.98N 0020513.70W	522 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**
(EGBP4293)	TREE	514229.26N 0020605.04W	668 FT		No	
(EGBP4298)	TREE	514158.78N 0020504.45W	622 FT		No	
(EGBP6703)	AERIAL	514011.02N 0020326.45W	489 FT		No	

EGBP 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 Kemble Operations Department.
6	Flight documentation Language(s) used	
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.)	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	

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
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				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				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 TLOF B: 514009.82N 0020349.31W
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: 2000 FT AGL Lower limit: SFC	G	KEMBLE INFORMATION English	3000 FT		

EGBP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	KEMBLE INFORMATION	118.430 MHz 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.

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.

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

AERODROME CHART - ICAO

ARP 514005N 0020325W

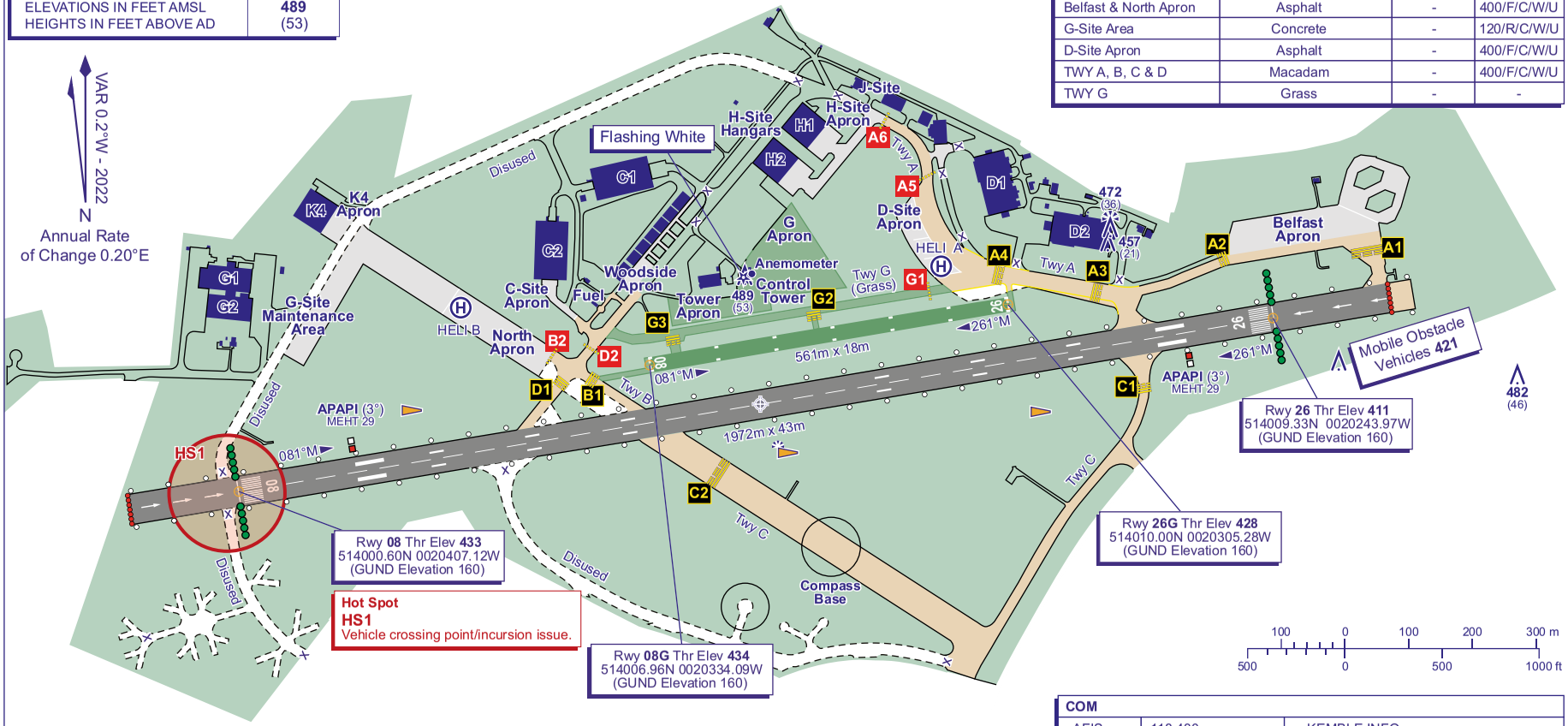
AD ELEV 436FT

KEMBLE
EGBP

AERO INFO DATE 19 AUG 24

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	489 (53)

RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	SURFACE	PCN	PCR
RWY 08/26	Asphalt	-	400/F/C/W/U
RWY 08G/26G	Grass	-	-
G Apron & Tower Apron	Grass	-	-
Belfast & North Apron	Asphalt	-	400/F/C/W/U
G-Site Area	Concrete	-	120/R/C/W/U
D-Site Apron	Asphalt	-	400/F/C/W/U
TWY A, B, C & D	Macadam	-	400/F/C/W/U
TWY G	Grass	-	-



COM		
AFIS	118.430	KEMBLE INFO
LIGHTING		
THR 08/26	HI elev green W bars.	
RWY 08/26	HI elev bi-d edge. End lights red.	
TWY	Elev blue edge lights on TWY B and North Apron. Blue reflective markers on TWY D, from TWY B to Woodside apron.	

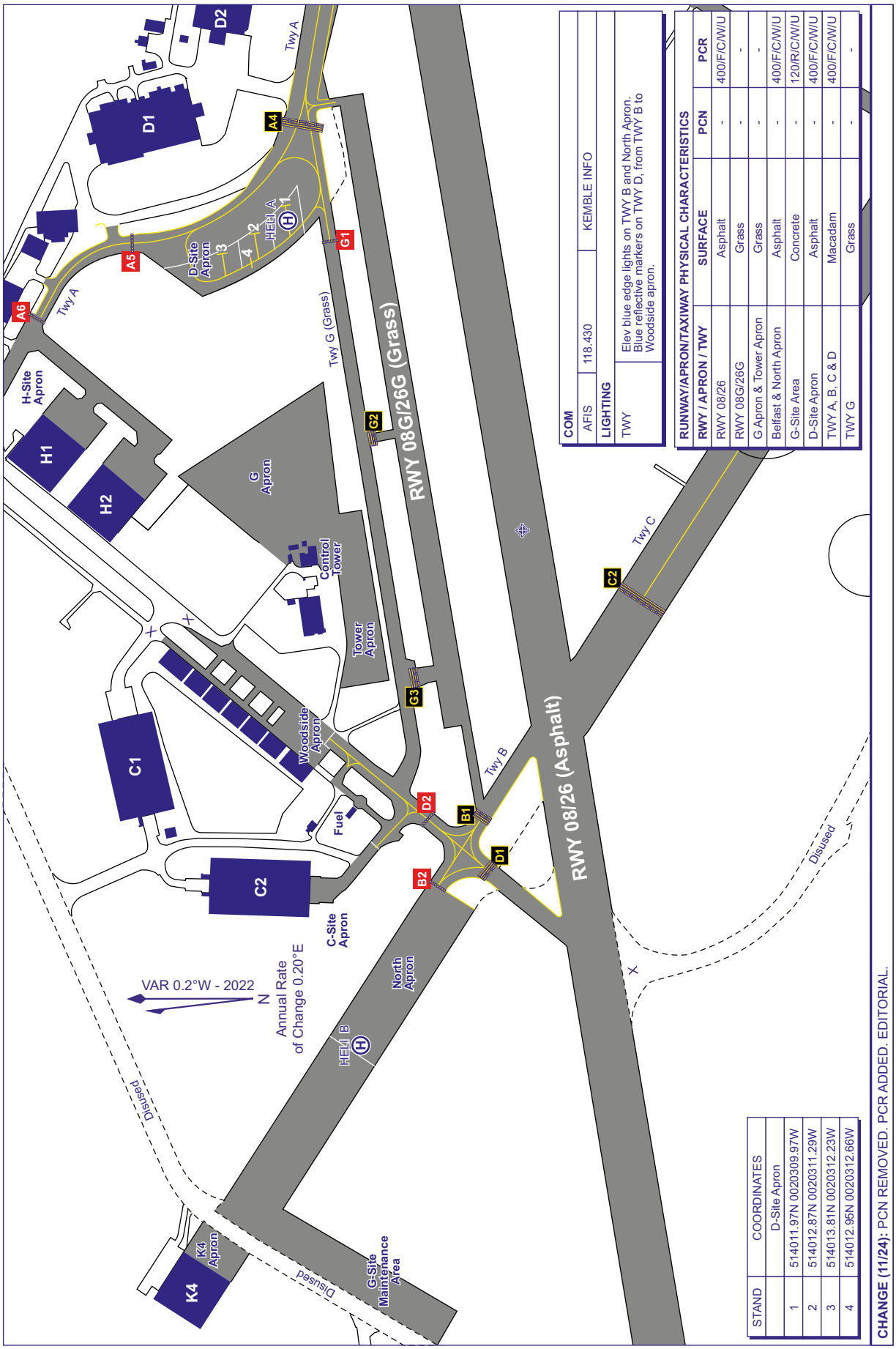
CHANGE (11/24): PCN REMOVED. PCR ADDED. EDITORIAL.

KEMBLE EGBP

AD ELEV 436FT

ARP 514005N 0020325W

AIRCRAFT PARKING/DOCKING CHART - ICAO



COM		
AFIS	118.430	KEMBLE INFO

LIGHTING	
TWY	Elev blue edge lights on TWY B and North Apron. Blue reflective markers on TWY D, from TWY B to Woodside apron.

RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	SURFACE	PCN	PCR
RWY 08/26	Asphalt	-	400/F/C/W/U
RWY 08G/26G	Grass	-	-
G Apron & Tower Apron	Grass	-	-
Belfast & North Apron	Asphalt	-	400/F/C/W/U
G-Site Area	Concrete	-	120/R/C/W/U
D-Site Apron	Asphalt	-	400/F/C/W/U
TWY A, B, C & D	Macadam	-	400/F/C/W/U
TWY G	Grass	-	-

STAND	COORDINATES
	D-Site Apron
1	514011.97N 0020309.97W
2	514012.87N 0020311.29W
3	514013.81N 0020312.23W
4	514012.95N 0020312.66W

CHANGE (11/24): PCN REMOVED. PCR ADDED. EDITORIAL.

AERO INFO DATE 23 AUG 24

AD 2-EGBP-2-2

EGPA AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPA9471) 27/APPROACH 09/ TAKE-OFF	ROAD 4 8M	585736.00N 0025225.78W	117 FT	18 FT	No	
(EGPA9373) 09/APPROACH 27/ TAKE-OFF	WIND TURBINE	585733.93N 0025741.62W	290 FT	53 FT	No	
(EGPA9350) 09/APPROACH 27/ TAKE-OFF	UTILITY POLE	585733.46N 0025615.64W	202 FT	27 FT	No	
(EGPA9094) 09/APPROACH 27/ TAKE-OFF	TREE	585730.17N 0025451.95W	56 FT	25 FT	No	
(EGPA8575) 27/APPROACH 09/ TAKE-OFF	DRDF	585728.03N 0025300.00W	82 FT	21 FT	Yes Red	
(EGPA9126) 09/APPROACH 27/ TAKE-OFF	MAST	585710.76N 0025734.79W	236 FT	48 FT	No	
(EGPA8888) 32/APPROACH 14/ TAKE-OFF	UTILITY POLE	585655.87N 0025333.28W	212 FT	23 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPA8494)	WINDTURBINE	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)	WINDTURBINE	585652.04N 0025555.32W	320 FT	92 FT	No	
(EGPA3231)	EP	585622.79N 0025639.35W	345 FT	24 FT	No	
(EGPA8461)	WINDTURBINE	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	
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 (PCN)	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°	1430 x 45 M	RWY surface: Asphalt, Grooved PCN 15/F/D/Y/T	585728.03N 0025436.44W 168.6 FT	THR 38.9 FT	
27	267.42°	1430 x 45 M	RWY surface: Asphalt, Grooved PCN 15/F/D/Y/T	585729.83N 0025319.51W 168.5 FT	THR 38.9 FT	
14	140.39°	677 x 19 M	RWY surface: Asphalt	585737.81N 0025433.18W 168.6 FT	THR 38.2 FT	
32	320.39°	677 x 19 M	RWY surface: Asphalt	585723.92N 0025410.93W 168.6 FT	THR 50.7 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		1550 x 280 M	183 x - M -			RWY 09 Threshold displaced by 159 M.
	65 x 150 M	1550 x 280 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	1430 M	1430 M	1430 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	

EGHC 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**
(EGHC1321) 25/APPROACH	CHIMNEY	500633.64N 0053901.37W	622 FT	26 FT	No	
(EGHC1132) 16/APPROACH 34/ TAKE-OFF	AERIAL	500624.79N 0054020.32W	422 FT	36 FT	No	
(EGHC1140) 16/APPROACH 34/ TAKE-OFF	TREE	500624.54N 0054019.63W	426 FT	39 FT	No	
(EGHC1139) 16/APPROACH 34/ TAKE-OFF	TREE	500623.62N 0054019.56W	410 FT	23 FT	No	
(EGHC1134) 16/APPROACH 34/ TAKE-OFF	TREE	500623.60N 0054020.07W	408 FT	21 FT	No	
(EGHC1148) 16/APPROACH 34/ TAKE-OFF	HEDGE	500623.11N 0054018.65W	394 FT	6 FT	No	
(EGHC1162) 02/TAKE-OFF	TREE	500622.98N 0054016.69W	403 FT	13 FT	No	
(EGHC1109) 16/APPROACH 34/ TAKE-OFF	ROAD	500622.97N 0054023.15W	399 FT	16 FT	No	
(EGHC1159) 02/TAKE-OFF	ROAD	500622.82N 0054017.08W	404 FT	16 FT	No	
(EGHC1334) 25/APPROACH	TREE	500622.23N 0053953.85W	449 FT	33 FT	No	
(EGHC1165) 20/APPROACH 02/ TAKE-OFF	ROAD	500622.10N 0054016.28W	404 FT	16 FT	No	
(EGHC1095) 16/APPROACH 34/ TAKE-OFF	POLE	500621.49N 0054024.49W	396 FT	15 FT	No	
(EGHC1294) 25/APPROACH	TREE	500620.68N 0053952.83W	448 FT	27 FT	No	
(EGHC1297) 25/APPROACH	TREE	500619.98N 0053951.38W	456 FT	32 FT	No	
(EGHC1295) 25/APPROACH	BUILDING	500619.87N 0053952.55W	445 FT	23 FT	No	
(EGHC1207) 25/APPROACH 07/ TAKE-OFF	ROAD	500615.06N 0054009.48W	409 FT	16 FT	No	
(EGHC1055) 11/APPROACH 29/ TAKE-OFF	ROAD	500610.66N 0054032.19W	400 FT	16 FT	No	
(EGHC1047) 11/APPROACH 29/ TAKE-OFF	ROAD	500610.16N 0054032.69W	399 FT	16 FT	No	
(EGHC1041) 29/TAKE-OFF	ROAD	500609.55N 0054034.13W	397 FT	16 FT	No	
(EGHC1010) 07/APPROACH 25/ TAKE-OFF	ROAD	500604.62N 0054045.21W	366 FT	16 FT	No	
(EGHC1227) 11/TAKE-OFF	BUILDING	500603.01N 0054005.67W	406 FT	10 FT	No	
(EGHC1251) 11/TAKE-OFF	POLE	500602.75N 0054002.91W	419 FT	19 FT	No	
(EGHC1070) 02/APPROACH 20/ TAKE-OFF	TREE	500602.16N 0054029.55W	401 FT	32 FT	No	
(EGHC1069) 02/APPROACH 20/ TAKE-OFF	TREE	500601.44N 0054029.50W	402 FT	36 FT	No	
(EGHC1255) 34/APPROACH	ROAD	500555.30N 0054001.74W	407 FT	16 FT	No	
(EGHC1232) 34/APPROACH 16/ TAKE-OFF	ROAD	500554.44N 0054004.60W	403 FT	16 FT	No	
(EGHC1213) 34/APPROACH	ROAD	500554.08N 0054007.31W	395 FT	16 FT	No	
(EGHC1218) 34/APPROACH	POLE	500547.82N 0054006.03W	415 FT	24 FT	No	
(EGHC1316) 11/TAKE-OFF	NATURAL_HIGHPOINT	500546.10N 0053919.06W	605 FT	0 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**
(EGHC1305)	MAST	500826.25N 0053951.91W	834 FT	179 FT	No	
(EGHC1304)	BUILDING	500728.82N 0053948.64W	561 FT	10 FT	No	
(EGHC1279)	MAST	500710.27N 0054003.88W	555 FT	51 FT	No	
(EGHC1256)	CHIMNEY	500708.28N 0054007.26W	546 FT	29 FT	No	
(EGHC1329)	MAST	500703.81N 0053848.33W	726 FT	78 FT	Yes Solid Red	
(EGHC1319)	CHIMNEY	500703.46N 0053915.42W	581 FT	50 FT	No	
(EGHC1325)	TREE	500655.51N 0053854.10W	611 FT	27 FT	No	
(EGHC1317)	BUILDING	500646.01N 0053922.80W	517 FT	30 FT	No	
(EGHC1312)	BUILDING	500645.64N 0053931.71W	510 FT	36 FT	No	
(EGHC1321) 25/APPROACH	CHIMNEY	500633.64N 0053901.37W	622 FT	26 FT	No	
(EGHC1330)	TRIG	500624.28N 0053843.37W	740 FT	3 FT	No	
(EGHC1328)	NATURAL_HIGHPOINT	500623.90N 0053846.53W	732 FT	0 FT	No	
(EGHC1327)	NATURAL_HIGHPOINT	500623.13N 0053849.56W	722 FT	0 FT	No	
(EGHC1326)	NATURAL_HIGHPOINT	500622.62N 0053851.23W	704 FT	0 FT	No	
(EGHC1309)	BUILDING	500615.76N 0053934.02W	515 FT	30 FT	No	
(EGHC1331)	NATURAL_HIGHPOINT	500612.83N 0053837.29W	627 FT	0 FT	No	
(EGHC1306)	POLE	500609.66N 0053940.15W	499 FT	35 FT	No	
(EGHC1315)	NATURAL_HIGHPOINT	500609.05N 0053921.37W	568 FT	0 FT	No	
(EGHC1311)	NATURAL_HIGHPOINT	500608.55N 0053929.22W	519 FT	0 FT	No	
(EGHC1324)	NATURAL_HIGHPOINT	500604.78N 0053850.94W	572 FT	0 FT	No	
(EGHC1316) 11/TAKE-OFF	NATURAL_HIGHPOINT	500546.10N 0053919.06W	605 FT	0 FT	No	
(EGHC1308)	NATURAL_HIGHPOINT	500544.77N 0053932.11W	529 FT	0 FT	No	
(EGHC1313)	NATURAL_HIGHPOINT	500544.62N 0053927.03W	626 FT	0 FT	No	
(EGHC1029)	RESERVOIR COVER	500710.73N 0054041.76W	524 FT	0 FT	No	
(EGHC1024)	NATURAL_HIGHPOINT	500710.68N 0054046.47W	517 FT	0 FT	No	
(EGHC1300)	BUILDING	500725.21N 0053953.08W	549 FT	33 FT	No	
(EGHC1320)	CHIMNEY	500724.55N 0053905.83W	655 FT	39 FT	No	
(EGHC1322)	BUILDING	500722.72N 0053902.37W	643 FT	12 FT	No	
(EGHC1318)	CHIMNEY	500721.39N 0053921.68W	632 FT	52 FT	No	
(EGHC1323)	WIND TURBINE	500711.10N 0053900.63W	709 FT	112 FT	No	

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 (PCN)	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

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		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		
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: 2000 FT AGL Lower limit: SFC	G	LAND'S END TOWER English	3000 FT		
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(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	LAND'S END TOWER	120.255 MHz DOC 30 NM/ 8,000 FT.			Mon-Fri 0815-1730 (0710-1730); Sat 0815-1215 (0710-1730); Sunday CLOSED.	ATZ hours coincident with Tower hours.
ATIS	LAND'S END INFORMATION	122.830 MHz DOC 40 NM/ 10,000 FT.			Mon-Fri 0815-1730 (0710-1730); Sat 0815-1215 (0710-1730); Sunday CLOSED.	ATIS hours coincident with Tower hours.

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	LAND'S END FIRE	121.600 MHz Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency	

EGHC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

INTENTIONALLY BLANK

EGHC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Non-radio aircraft not accepted.
b) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
c) Personal electronic devices (ie mobile phones) are not to be used on the apron without specific authorisation.
d) All visitors must use the green walkways to cross the apron and remain in one tight group when airside.
e) For security reasons, all visiting aircraft and personnel must keep well clear of the scheduled Skybus aircraft.

2 GROUND MOVEMENT

a) Aircraft entering the apron for AVGAS will park as directed by ATC. Refuelling is a self service system and instructions are displayed on the pump. As soon as refuelling is complete, pilots must immediately call ATC to reposition the aircraft.
b) Pilots are to request ATC clearance for engine start.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Some parts of the manoeuvring area are undulating.
b) A public footpath tracks within the aerodrome boundary in the vicinity of the Runway 02 undershoot.
c) This aerodrome is prone to rapid changes in meteorological conditions.
d) Turbulence and windshear may be expected at lower levels of all approaches but particularly on approaches to Runways 02, 07 and 11 due to high cliffs and orographic effect.
e) The ATC Tower infringes the 1.10 surface from the Runway 16/34 centre-line by 0.9 M.
f) Model aircraft, kite activities and live shooting (rabbit control) may take place outside of aerodrome hours.
g) Some parts of the manoeuvring area may suffer damage caused by rabbits.
h) Cables on 30 FT poles near boundary between northwest through north to southeast.
i) Use of the RNAV procedures is strictly limited to those flights specifically authorised by the Aerodrome Authority. Pilots should note that they must be appropriately qualified to fly the GNSS Approaches at Land's End (i.e. they must hold an IMC (or European equivalent) or IR rating which has included a specific module on GNSS Approaches).

5 HELICOPTER OPERATIONS

a) Helicopters capable of doing so should ground taxi rather than air taxi when operating on the apron and in areas where aircraft are parked or holding. When air taxiing is unavoidable, helicopters should avoid taxiing within three rotor diameters of other aircraft. This distance should be considered as a minimum.
b) Helicopters will usually be instructed to join the standard fixed-wing circuit pattern (left or right hand) and depart or approach via the runways. Based operators familiar with the field may be cleared for direct joins and/or direct departures/approaches to/from the helipad.
c) Helicopters requiring AVGAS are required to alight at the black painted 'X' refuelling point just west of the fixed AVGAS pump. Parking Bays 2 and 3 must not be occupied. Prompt ground handling or repositioning may be required for parking to keep the pumps clear.
d) Helicopters requiring Jet-A1 are normally required to alight on Bay 6 or the helipad.
e) Helicopters should not ground or air taxi along the grass Taxiway Bravo due to the dust/FOD hazard. Expeditious crossing of this taxiway is permitted.
f) Helicopters should be aware of potential FOD hazard (grass cuttings) in recently cut grass and should avoid overflying such areas whenever possible.
g) Helicopters are reminded that ATC permission must be obtained before engine start/rotor engagement is selected. No high power engine runs are permitted on the apron.

6 USE OF RUNWAYS

a) Departures and arrivals will not be permitted for fixed wing aircraft unless the whole of the runway to be used is clearly visible to the duty ATCO.
b) Departures and arrivals will not be permitted for helicopters when the reported visibility is less than 400 M.

7 TRAINING

Not applicable

EGHC AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGHC AD 2.22 FLIGHT PROCEDURES

1 LAND'S END RMZ

a) Passenger carrying flights operating between Land's End Airport, Penzance Heliport, Tresco Heliport and Scilly Isles / St Mary's Aerodrome operate within airspace designated as an RMZ centred on a direct track from Land's End to Scilly Isles from the SFC to 4000 FT ALT. Pilots intending to transit the Land's End RMZ must comply with section 2 below.
b) Pilots intending to transit the Land's End RMZ must contact either Culdrose ATC on 134.055, Land's End ATC on 120.255 MHz (if approaching from the east) or St Mary's ATC on 124.880 MHz (if approaching from the west), prior to entering. Pilots of aircraft transiting the Culdrose AIAA should contact Culdrose ATC on 134.055 (Refer to AD 2-EGHC-3-1).
c) Aircraft operating under VFR may be asked to follow the Northern (R252 LND) route according to traffic and/or weather conditions in the Land's End RMZ.

2 LAND'S END RMZ REQUIREMENTS

For flight within the Land's Ends RMZ aircraft commanders must comply with one of the following:

a) Establish satisfactory two-way RTF communication with and pass pertinent flight details to ATC prior to entering the Land's End RMZ and maintain two-way communication with ATC whilst operating within the Land's End RMZ.
b) Conduct flight in accordance with valid Letter of Agreement.
c) Conduct flight in accordance with agreed tactical arrangements with either Land's End ATC or St Mary's ATC.

3 CIRCUIT DIRECTIONS

a) Circuit direction is normally left hand. More than one runway may be in use and pilots are to be aware that the circuit direction may be varied by ATC.

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.

EGHC AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGHC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGHC-2-2
LAND'S END RADIO MANDATORY ZONE (RMZ)
AD 2.EGHC-3-1
INSTRUMENT APPROACH CHART RNP RWY 07 (CAT A ONLY) - ICAO
AD 2.EGHC-8-1
INSTRUMENT APPROACH CHART RNP RWY 16 (CAT A ONLY) - ICAO

EGHC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGHF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway designation, runway centre-line and runway threshold markings. Taxiway marking aid(s): Taxi-holding position.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Windsleeve: 504852.66N 0011211.01W.

EGHF 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**
(EGHF2002) 23/APPROACH 05/ TAKE-OFF	ANTENNA	505133.28N 0010727.08W	417 FT	55 FT	No	
(EGHF2756) 23/APPROACH 05/ TAKE-OFF	TREE	504915.18N 0011157.70W	61 FT	29 FT	No	
(EGHF2833) 23/APPROACH 05/ TAKE-OFF	TREE SMALL	504914.08N 0011157.41W	42 FT	10 FT	No	
(EGHF2952) 23/APPROACH 05/ TAKE-OFF	TREE	504914.02N 0011153.68W	59 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**
(EGHF2001)	MONUMENT	505137.89N 0010802.82W	389 FT	95 FT	No	
(EGHF2026)	MAST	505132.11N 0010639.25W	471 FT	69 FT	No	
(EGHF2029)	STREETLIGHT	505124.34N 0010632.09W	469 FT	99 FT	No	
(EGHF2042)	RADAR	505124.08N 0010522.44W	490 FT	119 FT	No	
(EGHF2043)	PYLON	505118.88N 0010455.98W	460 FT	108 FT	No	
(EGHF2901)	RADAR	504850.74N 0011155.51W	108 FT	81 FT	Yes Red	
(EGHF2049)	SPINNAKER TOWER	504744.05N 0010630.46W	560 FT	549 FT	Yes Red	

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 (PCN)	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°	1029 x 30 M	RWY surface: Asphalt PCN 11/F/B/Y/T	504846.36N 0011239.90W 150.7 FT	THR 32.3 FT	
23	225.22°	1029 x 30 M	RWY surface: Asphalt PCN 11/F/B/Y/T	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 153 M from starter extension. Threshold displaced by 277 M from start of asphalt. Starter extension of 150 x 20 M.
		1319 x 86 M				RWY 23 Threshold displaced by 23 M from start of asphalt.

EGHF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1179 M	1179 M	1179 M	1026 M	
23	1026 M	1026 M	1026 M	1026 M	

EGHF AD 2.14 APPROACH AND RUNWAY LIGHTING

INTENTIONALLY BLANK

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	
4	Secondary power supply/switch-over time	
5	Remarks	Non-standard runway edge lights for SAR helicopter FATO. Solar powered remote controlled lighting for SAR use only.

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

1	Apron surface and strength	APRON Surface: Concrete PCN 61/R/A/W/T
2	Taxiway width, surface and strength	Taxiway A B-C: 38 M Surface: Concrete PCN 61/R/A/W/T Taxiway A C-D3: 45 M Surface: Concrete PCN 61/R/A/W/T Taxiway A D3-EAST END: 40 M Surface: Concrete PCN 61/R/A/W/T Taxiway A RWY-B: 38 M Surface: Concrete PCN 41/R/A/W/T Taxiway D: 23 M Surface: Concrete PCN 59/R/D/X/T Taxiway E: 23 M Surface: Concrete PCN 51/R/B/W/T Taxiway F: 13.5 M Surface: Asphalt PCN 32/F/A/W/U Taxiway G: 10.5 M Surface: Asphalt PCN 32/F/A/W/U Taxiway L: 23 M Surface: Concrete PCN 59/F/D/X/T Taxiway LINK B: 25 M Surface: Concrete PCN 41/R/A/W/T Taxiway LINK C: 35 M Surface: Concrete PCN 61/R/A/W/T Taxiway M: 23 M Surface: Asphalt PCN 32/F/A/W/T Taxiway N N3-N4: 23 M Surface: Concrete PCN 61/R/A/W/T Taxiway N RWY-N3: 23 M Surface: Asphalt PCN 32/F/A/W/T
3	Altimeter checkpoint location and elevation	Apron 662 FT (At Stand 1)
4	VOR checkpoints	
5	INS checkpoints	As stand coordinates, see AD 2-EGNM-2-2.
6	Remarks	Attitude and Heading Reference System (AHRS) alignment issues possible on Multiflight East Apron as a result of shielding from the hangars causing GPS signal tracking failure. If affected, recommended action is to relocate aircraft to a different position away from the hangar. Always contact ATC prior to start and taxi.

EGNM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1 to 21C 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 west of Charlie restricted to aircraft of wingspan not exceeding 36 M. Taxiway Alpha between Charlie and Delta 3 restricted to aircraft of wingspan not exceeding 45 M, and outer main gear wheel span not exceeding 9.1 M. Taxiway Alpha east of Delta 3 restricted to aircraft of wingspan not exceeding 36 M. Aircraft of wingspan between 45 M and 52 M using Stand 8 must enter and exit Taxiway Alpha via Link Charlie. Taxiway November between November 3 and November 4 restricted to aircraft of wingspan not exceeding 41.5 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

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**
(EGNM1270) 14/APPROACH 32/ TAKE-OFF	TREE	535337.11N 0014151.09W	936 FT	22 FT	No	
(EGNM1183) 14/APPROACH 32/ TAKE-OFF	TREE	535336.63N 0014204.64W	932 FT	64 FT	No	
(EGNM1269) 14/APPROACH 32/ TAKE-OFF	BUILDING	535336.33N 0014149.36W	931 FT	11 FT	No	
(EGNM1190) 14/APPROACH 32/ TAKE-OFF	WALL	535336.26N 0014143.20W	914 FT	5 FT	No	
(EGNM4425) 14/APPROACH 32/ TAKE-OFF	TREE	535335.18N 0014151.82W	949 FT	33 FT	No	
(EGNM1266) 14/APPROACH 32/ TAKE-OFF	OBS BEACON	535334.51N 0014151.86W	935 FT	24 FT	No	
(EGNM4434) 14/APPROACH 32/ TAKE-OFF	UTILITY POLE	535326.88N 0014201.45W	884 FT	48 FT	No	
(EGNM4762) 14/APPROACH 32/ TAKE-OFF	UTILITY POLE	535326.44N 0014150.35W	888 FT	49 FT	No	
(EGNM4421) 14/APPROACH 32/ TAKE-OFF	UTILITY POLE	535326.18N 0014139.90W	877 FT	55 FT	No	
(EGNM4420) 14/APPROACH 32/ TAKE-OFF	UTILITY POLE	535325.98N 0014133.45W	870 FT	47 FT	No	
(EGNM4419) 14/APPROACH	UTILITY POLE	535325.70N 0014124.86W	866 FT	52 FT	No	
(EGNM3936) 14/APPROACH 32/ TAKE-OFF	TREE	535323.48N 0014126.39W	852 FT	48 FT	No	
(EGNM1350) 32/TAKE-OFF	EP	535322.63N 0014202.23W	851 FT	35 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**
(EGNM3963) 32/TAKE-OFF	TREE	535321.50N 0014154.76W	842 FT	30 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**
(EGNM4417)	MAST LC	535731.49N 0014044.23W	1238 FT	301 FT	No	
(EGNM1292)	COMMS MAST	535556.23N 0014159.50W	885 FT	186 FT	No	
(EGNM1900)	MAST	535411.88N 0015041.31W	1335 FT	61 FT	No	
(EGNM4081)	TREE	535337.30N 0013932.25W	877 FT	88 FT	No	
(EGNM4769)	UTILITY POLE	535332.21N 0014049.41W	868 FT	43 FT	No	
(EGNM1250)	AERIAL	535330.76N 0014119.86W	894 FT	37 FT	No	
(EGNM1343)	EP	535330.44N 0014153.97W	896 FT	30 FT	No	
(EGNM3430)	TREE	535329.12N 0014102.27W	917 FT	66 FT	No	
(EGNM1885)	TREE	535326.02N 0013911.34W	846 FT	73 FT	No	
(EGNM3451)	TREE	535319.24N 0014021.75W	874 FT	57 FT	No	
(EGNM3267)	TREE	535316.95N 0014148.77W	812 FT	32 FT	No	
(EGNM4055)	TREE	535315.71N 0013945.76W	834 FT	68 FT	No	
(EGNM4106)	WIND TURBINE	535314.30N 0014214.05W	836 FT	59 FT	No	
(EGNM1052)	COMMS MAST	535116.97N 0013643.07W	831 FT	184 FT	No	

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 (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
14	137.73°	2250 x 46 M	RWY surface: Concrete, Grooved PCN 51/R/B/W/T	535217.15N 0014008.68W 163.2 FT	THR 674.2 FT TDZ 674.2 FT	RWY 14 0.36% (1:277) Down RWY 32 0.36% (1:277) Up
32	317.75°	2250 x 46 M	RWY surface: Concrete, Grooved PCN 51/R/B/W/T	535137.31N 0013907.44W 163.2 FT	THR 662.5 FT TDZ 668.0 FT	RWY 14 0.36% (1:277) Down RWY 32 0.36% (1:277) Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
	1057 x 150 M	2314 x 280 M				RWY 14 Threshold displaced by 312 M. Pilots should note that when using Runway 14, there is a 100 M area of the runway that provides a forward sight distance of less than 1200 M (for an eye height of 3 M above the runway surface) between 1300 M and 1400 M after the start of the LDA located in the area of the 32 TDZ. Downslope gradient first 400 M of LDA on Runway 14 is - 0.83% OFZ: Yes.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	199 x 150 M	2314 x 280 M				RWY 32 Threshold displaced by 274 M. Pilots should note that when using Runway 32, there is a 100 M area of the runway that provides a forward sight distance of less than 1200 M (for an eye height of 3 M above the runway surface) between 220 M and 320 M after the start of the LDA located in the area of the 32 TDZ. OFZ: Yes.

EGNM AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
14	2113 M	3170 M	2113 M	1801 M	
32	2190 M	2389 M	2190 M	1916 M	
14	1933 M	2899 M	1933 M		Take-off from intersection with Holding Point E2
14	1801 M	2701 M	1801 M		Take-off from Runway 14 Threshold
14	1514 M	2271 M	1514 M		Take-off from intersection with Taxiway Alpha
14	1429 M	2143 M	1429 M		Take-off from intersection with Taxiway Foxtrot
14	1245 M	1868 M	1245 M		Take-off from intersection with Taxiway Mike
14	961 M	1441 M	961 M		Take-off from intersection with Taxiway Lima
32	1916 M	2115 M	1916 M		Take-off from Runway 32 Threshold
32	1629 M	1828 M	1629 M		Take-off from intersection with Taxiway Delta
32	1115 M	1314 M	1115 M		Take-off from intersection with Taxiway Lima

EGNM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	Coded centre-line with five crossbars. 872 M Light intensity high	Green Light intensity high With HI wingbars	PAPI Right/ 3.5° 53 FT 331 M		Colour coded 15 M spacing Light intensity high	HI flush bi-directional edge with LI omni-directional component.	Red		

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
32	Coded centre-line with five crossbars. Supplementary lighting inner 262 M. 815 M Light intensity high	Green Light intensity high With HI wingbars	PAPI Left/3° 58 FT 316 M PAPI: Aircraft following the 32 ILS Glidepath may experience a minor visual discrepancy, with the PAPI indicating above nominal glidepath. This discrepancy is within acceptable tolerances.	900 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional edge with LI omni-directional component.	Red		

EGNM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: (LGTD) 535205.93N 0014001.00W - (LGTD) 535146.70N 0013907.50W.
3	TWY edge and centre line lighting	CL: Yellow/green centre-line routing lights from Exits B, C, D3, E1-E2, Lima and 14 Loop. EDGE: HI edge lights Runway 32 turning D. Blue edge colour coded taxiway guidance via D3, B, C, E1, E2 and Lima exits.
4	Secondary power supply/switch-over time	Yes. Less than 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGNM AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
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).

AERODROME CHART - ICAO

ARP 535158N 0013939W

AD ELEV 681FT

LEEDS BRADFORD
EGNM

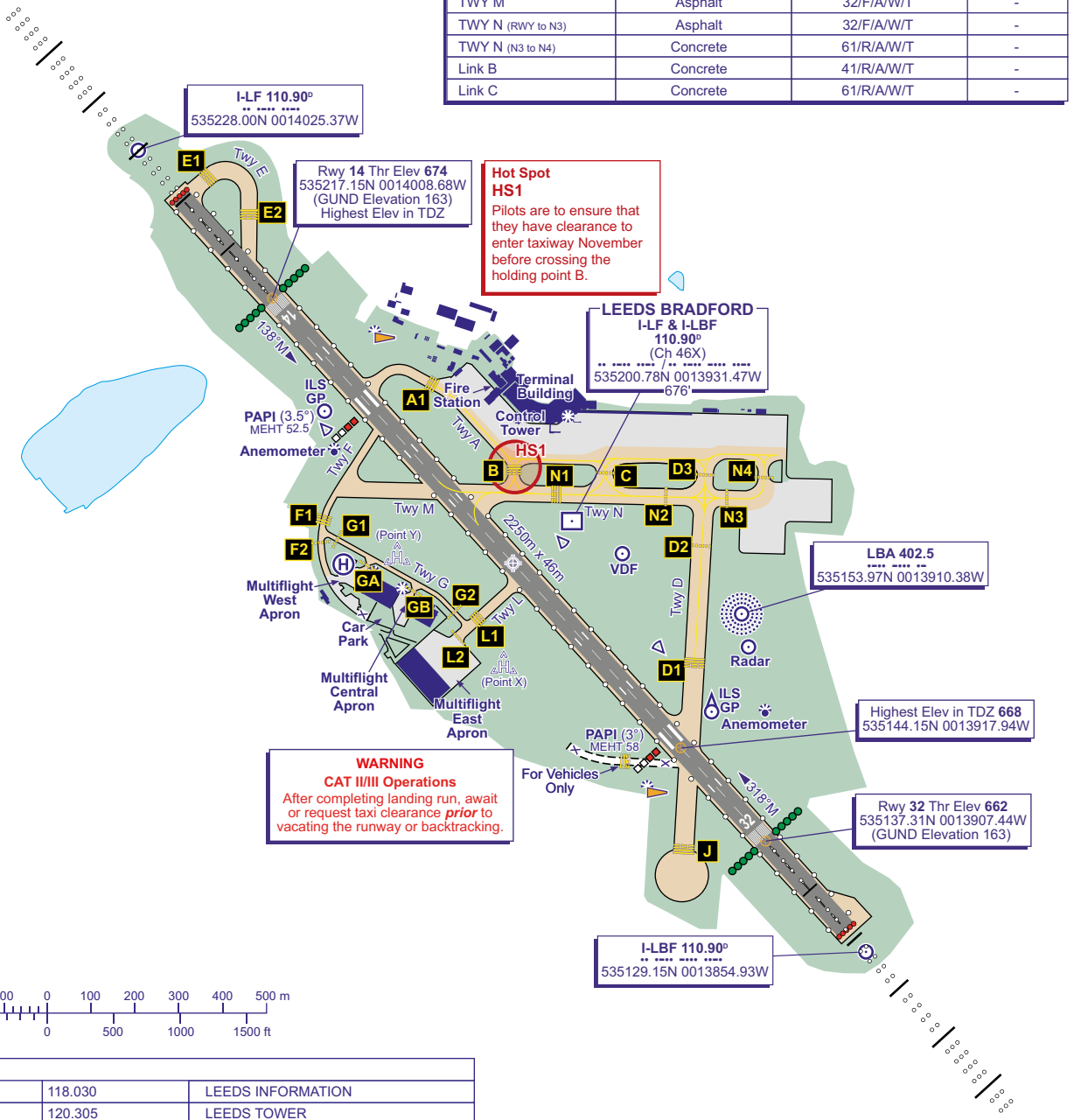
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL **681**

VAR 0.3°W - 2022

N

Annual Rate of Change 0.21°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**	**ELEVATION**
RWY 14/32	Grooved Concrete	51/R/B/W/T	-
Main Apron	Concrete	61/R/A/W/T	662 ft amsl
TWY A (RWY to B)	Concrete	41/R/A/W/T	-
TWY A (B to eastern end)	Concrete	61/R/A/W/T	-
TWY D	Concrete	59/R/D/X/T	-
TWY E	Concrete	51/R/B/W/T	-
TWY F & G	Asphalt	32/F/A/W/U	-
TWY L	Concrete	59/F/D/X/T	-
TWY M	Asphalt	32/F/A/W/T	-
TWY N (RWY to N3)	Asphalt	32/F/A/W/T	-
TWY N (N3 to N4)	Concrete	61/R/A/W/T	-
Link B	Concrete	41/R/A/W/T	-
Link C	Concrete	61/R/A/W/T	-



COM		
ATIS	118.030	LEEDS INFORMATION
TWR	120.305	LEEDS TOWER
	121.805	LEEDS DELIVERY
	121.600	LEEDS FIRE

LIGHTING	
THR 14/32	HI green with HI W bars.
RWY 14/32	HI flush bi-d edge with LI omni-d component. HI colour coded C/L. End lights red. TDZ 900 m (RWY 32 only).
TWY	Stop Bars Holds A1, B, D1, D2, D3, E1, E2, F1, L1, N1, N2 & N3. Yellow/Green CL at exits B, C, D3, E1, E2, L & 14 Loop. Blue edge colour coded via D3, B, C, E1, E2 & L exits.

CHANGE (11/24): EDITORIAL.

AERO INFO DATE 09 AUG 24

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 535158N 0013939W

AD ELEV 681FT

LEEDS BRADFORD
EGNM

WARNING
CAT II/III Operations
After completing landing run, await or request taxi clearance ***prior*** to vacating the runway or backtracking.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 14/32	Grooved Concrete	51/R/B/W/T	-
Main Apron	Concrete	61/R/A/W/T	662 ft amsl
TWY A (RWY to B)	Concrete	41/R/A/W/T	-
TWY A (B to eastern end)	Concrete	61/R/A/W/T	-

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
TWY D	Concrete	59/R/D/X/T	-
TWY E	Concrete	51/R/B/W/T	-
TWY F & G	Asphalt	32/F/A/W/U	-
TWY L	Concrete	59/F/D/X/T	-
TWY M	Asphalt	32/F/A/W/T	-
TWY N (RWY to N3)	Asphalt	32/F/A/W/T	-
TWY N (N3 to N4)	Concrete	61/R/A/W/T	-
Link B	Concrete	41/R/A/W/T	-
Link C	Concrete	61/R/A/W/T	-

Tug Release Point with a/c taxi orientation.
TRP

VAR 0.3°W - 2022
N
Annual Rate of Change 0.21°E

Hot Spot
HS1
Pilots are to ensure that they have clearance to enter taxiway November before crossing the holding point B.

STAND	COORDINATES	16L	535207.96N 0013910.05W
1 (Inner)	535211.33N 0013943.67W	16R	535208.17N 0013909.37W
1 (Outer)	535210.58N 0013945.05W	17	535207.88N 0013907.91W
1L	535211.48N 0013944.38W	18L	535208.07N 0013906.52W
1R	535210.89N 0013943.49W	18R	535207.90N 0013905.80W
5	535207.84N 0013937.04W	19	535203.11N 0013902.33W
6	535207.24N 0013935.17W	20A	535201.68N 0013901.50W
7	535207.55N 0013932.65W	20B	535201.12N 0013903.75W
8	535208.20N 0013930.16W	21A	535200.07N 0013905.70W
9	535208.19N 0013927.38W	21B	535159.13N 0013905.75W
10	535208.18N 0013924.84W	21C	535158.87N 0013909.16W
11	535208.14N 0013922.30W	AP1	535205.60N 0013905.82W
12	535208.11N 0013919.76W	AP2	535205.66N 0013909.94W
13	535208.09N 0013917.37W	NP2	535202.56N 0013920.43W
14	535208.18N 0013914.82W	NP3	535202.43N 0013911.24W
15	535208.06N 0013912.25W	NP4	535203.39N 0013907.73W

COM		
ATIS	118.030	LEEDS INFORMATION
TWR	120.305	LEEDS TOWER
	121.805	LEEDS DELIVERY
	121.600	LEEDS FIRE

LIGHTING	
THR 14/32	HI green with HI W bars.
RWY 14/32	HI flush bi-d edge with LI omni-d component. HI colour coded C/L. End lights red. TDZ 900 m (RWY 32 only).
TWY	Stop Bars (H24) at Runway Holds A1, B, D1, E1, E2, F1, L1 & N1. Yellow/Green CL at exits B, C, D3, E1, E2, L & 14 Loop. Blue edge colour coded via D3, B, C, E1, E2 & L exits.

CHANGE (9/24): STANDS 14A & 15R REMOVED. STAND 15L RENAMED 15.

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: 2000 FT AGL Lower limit: SFC	G	FENTON RADIO English	3000 FT		

EGCM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	FENTON FIRE	121.600 MHz Non-ATS Frequency			Available when fire vehicle attending aircraft on the ground in an emergency.	ATZ hours coincident with A/G hours.
	FENTON RADIO	120.710 MHz DOC 30 NM/ 6000 FT. A/G frequency.			0800-1800 (0700-1700). Extensions by arrangement.	

EGCM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

INTENTIONALLY BLANK

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.

EGCM 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)1937-534197.
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) All aircraft should avoid flying over local villages.
f) **Runway 06** - Circuit pattern:

i. **Take-off**

Turn left as son as practicable to do so and establish on track to clear the village of Ryther (060 degrees, 2 NM). If remaining in the circuit, ensure that crosswind and downwind track is to the north of the villages Bolton Percy and Appleton Roebuck. It is acceptable to maintain a track between the two villages following the railway line.

ii. **Landing**

Maintain the downwind leg north of the villages Bolton Percy, Appleton Roebuck and Ulleskelf to avoid overflying. No low approaches over the village of Church Fenton. Remain north of the railway line.

g) **Runway 24** - Circuit pattern:

i. **Take-off**

Turn right as soon as practicable to do so and establish a westerly track to avoid overflying the village of Church Fenton. If remaining in the circuit ensure that the crosswind and downwind track is to the north of the villages Ulleskelf, Bolton Percy and Appleton Roebuck. Remain north of the railway line. It is acceptable to turn on base leg between the two villages following the railway line south bound (performance permitting).

ii. **Landing**

Ensure base leg remains clear of the villages Bolton Percy and Appleton Roebuck and if performance permits off set final approach to avoid the village of Ryther. Offset approach does not apply to aircraft on the RNP approach.

EGCM AD 2.22 FLIGHT PROCEDURES

1 CIRCUIT PROCEDURES

a) Aircraft taking off, 'going around' or making 'touch and go' landings may be subject to noise procedures as instructed by Tower.
b) Circuit direction: Runway 24 right hand; Runway 06 left hand.
c) Fixed wing circuit height 1000 FT QFE.
d) Helicopters circuit height 700 FT QFE.

2 VFR FLIGHTS

a) Arrival Procedures

i. The arrival procedure for traffic arriving at Leeds East Airport (LEA) will be via VFR reporting points not below 1500 FT AAL.

b) Departure Procedures

i. VFR departures will follow noise abatement then climb on track avoiding inbound VRP's.
ii. All departing and arriving aircraft should avoid overflying villages on the downwind leg. See AD 2.21.

3 VFR DEPARTURES JOINING AIRWAYS IFR

a) Subject to controller workload, expect to be controlled by either Scottish Control or Leeds Radar as appropriate.
b) Ops can obtain clearances from the relevant agency on aircraft start-up.
c) Commanders are reminded that LBA CAS exists between LEA and Pole Hill (FL85 and below) - Southerly departures file via UPTON avoiding LBA CAS.

4 PROCEDURES FOR INBOUND AIRCRAFT

a) All IFR traffic are to include EGCMZTZX as a flight plan addressee.

5 INSTRUMENT APPROACH PROCEDURES (IAP)

a) RNP Instrument Approach Procedures at LEA are established in Class G airspace and no approach control service is provided.
b) All IAPs must have a pre-booked approach time slot from LEA Operations on 01937-534197 which must be adhered to maintain separation.
c) Initial airborne requests for a procedure slot not accepted, unless in an emergency.
d) LEA Operations will provide a briefing document relating to the IAP. Pilots are to abide by the procedures in the briefing document when executing the IAP.
e) For an IVGOB IAF join, permission to transit LBA CAS is required from Leeds Approach.
f) Squawk 5077 when using EGCM RNP Approach.
g) Pilot Brief can be found on LEA website (www.leedseastairport.co.uk) for procedures and bookings.

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.

EGCM AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGCM AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCM-2-1
INSTRUMENT APPROACH CHART RNP RWY 06 (CAT A.B,C) - ICAO
AD 2.EGCM-8-1
INSTRUMENT APPROACH CHART RNP RWY 24 (CAT A,B,C) - ICAO
AD 2.EGCM-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 06
AD 2.EGCM-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 24
AD 2.EGCM-8-4

EGCM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGGP — LIVERPOOL

EGGP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGP — LIVERPOOL

EGGP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 532001N Long: 0025059W Centre of Runway 09/27.
2	Direction and distance from city	6.5 NM SE of Liverpool.
3	Elevation / Reference temperature / Mean Low Temperature	81 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	171 FT
5	Magnetic Variation / Annual Change	0.64°W (2022) / 0.21°E
6	AD Administration Address Telephone SITA E-mail address Web address	LIVERPOOL AIRPORT LIMITED Liverpool (John Lennon) Airport , Liverpool L24 1YD. 0151-907 1541 (1542) (ATC) 0151-907 1551 (Airport Operations Centre/PPR) LPLAPXH airportcontrol@liverpoolairport.com (Airport Operations Centre/PPR) www.liverpoolairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGGP AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24 (Self Briefing via AIS Internet site www.nats.aero/ais).
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24 (Self Briefing via MET Office Internet site www.metoffice.gov.uk).
7	ATS	H24
8	Fuelling	H24
9	Handling	H24 On request via handling agent.
10	Security	H24 Central search 0400-2200 (0300-2100), on request via handling agent outside these times. Airfield 24 HR.
11	De-icing	H24
12	Remarks	

EGGP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Normal. By arrangement. Nearest railway siding: Garston 2.1 NM.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL Oils by arrangement with resident operators.
3	Fuelling facilities/capacity	Approximately 500 000 lt AVTUR and AVGAS
4	De-icing facilities	H24. Centralised de-icing is available subject to prior arrangement with the Airport Authority. Request should be made via handling agent.
5	Hangar space for visiting aircraft	Available by prior arrangement through: Airport Operations Centre; Tel: 0151-907 1551; Ravenair/Liverpool Aviation Services; Tel: 0151-486 6161, Fax: 0151-486 5151, e-mail: ops@ravenair.co.uk; Keenair Ltd; Tel: 0151-486 6181, Fax: 0151-486 6121, e-mail: engineering@keenair.freeserve.co.uk
6	Repair facilities for visiting aircraft	Major and Minor, by arrangement.

7	Remarks	Oxygen and related servicing: By arrangement with resident operators. Fuel supplied by: Ravenair/Liverpool Aviation Services Ltd. Payment by cash, cheque or credit card. Tel: 0151-486 6161; Fax: 0151-486 5151; Website: www.liverpoolhandling.co.uk. Menzies Aviation. Payment by cash, cheque, carnet, 3rd party cards by prior arrangement or credit card. Tel: 0151-486 7084, Fax: 0151-486 7720. Stone ballast will not be accepted. PPR and ground handling are mandatory for all visiting aircraft. PPR requests must be made via a handling agent and to airportcontrol@liverpoolairport.com. Handling agencies are: Ravenair/Liverpool Aviation Services Ltd. Tel: 0151-486 6161; Fax: 0151-486 5151; Website: www.liverpoolhandling.co.uk; Channel: 131.755 Callsign: LAS Liverpool. Swissport: Tel: 0151-486 5421, Fax: 0151-448 1427, SITA: LPLKKXH Frequency: 130.600 MHz Callsign: Swissport Liverpool. Wynne Aviation Services Ltd: Tel: 0151-486 1919, Mobile: 0796-492 1223, Email: info@wynneaviation.co.uk, Website: www.wynneaviation.co.uk. XLR Executive Jet Centres: Tel: 0151-317 9325, Mobile: 0797-383 7355, Email: jetcentre@xlrliverpool.com.

EGGP AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel within 50 M of Terminal and other hotels in the vicinity.
2	Restaurants	Yes.
3	Transportation	Buses, taxis and car hire. Railway stations at Liverpool South Parkway (1.7 NM), Runcorn (4.5 NM) and Liverpool Lime Street (6.5 NM).
4	Medical facilities	Full Medical Response H24 - First aid only. Defibrillators available.
5	Bank and Post Office	ATMs and Bureau de Change in terminal.
6	Tourist Office	
7	Remarks	

EGGP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8 and 9 available on request by prior notice.
2	Rescue equipment	Fire Category 7 - 1 x Command vehicle 4x4 Nissan Navarro, 1 x Oshkosh Striker 6x6 Major Foam Tender (12,000 litres water, 1680 litres foam, 227 KG Dry Powder & 10 KG Co2), 1 x Cobra 6x6 Major Foam Tender (10,000 litres water, 1300 litres foam, 200 KG Dry Powder & 10 KG Co2). Spare – 2 x Cobra 6x6 Major Foam Tender (22,000 litres water, 3000 litres foam, 400 KG Dry Powder & 10 KG Co2).
3	Capability for removal of disabled aircraft	Aircraft recovery services, including towing, removal, and necessary repairs, are available upon request for operators. In the event of an aircraft becoming disabled on the airfield, LJLA will coordinate specialised external support to promptly facilitate the movement of the aircraft. Contact: Tel: 0151-907 1551 (Airport Operations Centre).
4	Remarks	

EGGP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	During snowfall, the aerodrome may be declared SNOCLO for runway clearance.
3	Remarks	Latest information regarding snow state/clearance programme, Tel: 0151-907 1551 (Airport Operations Centre).

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

1	Apron surface and strength	APRON Surface: Concrete PCN 92/R/B/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway C: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway D: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway E: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway F: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway G: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway L: 23 M Surface: Asphalt PCN 77/F/C/W/T Taxiway LINK K: 10.5 M Surface: Asphalt Maximum Weight 5700 KG
3	Altimeter checkpoint location and elevation	Apron 77 FT
4	VOR checkpoints	
5	INS checkpoints	See Aerodrome Parking/Docking Chart at AD 2-EGGP-2-2.
6	Remarks	

EGGP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Main Apron access is via Uniform/Victor/Whisky. Stands 1-14, 32-41 are taxi in/ push-back. On occasion aircraft can be parked for self manoeuvring. Stands 1-6 are fitted with AGNIS Visual Docking Guidance System (VDGS), all other stands on the Main Apron require the aircraft to be parked under the instruction of the Marshaller. Stand 14A is a self-manoeuvring stand for Code E aircraft. Individual airline operators are advised to contact the Airport Operations Centre (Tel: 0151-907 1551) to discuss the 'exit manoeuvring requirements' from the stand, which involves a nose wheel turning angle of 55°. Eastern Apron: Access is via Taxiway Tango. Stands 51-56 are fitted with AGNIS and PAPA VDGS. Stands 51 and 54 can accommodate Code C aircraft. Stands 52 and 55 can accommodate Code D aircraft. The activation of the AGNIS is an indication to the Captain that the stand has been inspected and is clear of FOD and any obstacles. If the AGNIS is not switched on, the aircraft should hold its position on the taxilane until the AGNIS has been activated, or a marshaller is present. For self manoeuvring aircraft in any doubt aircraft captains should ask for Marshaller guidance.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway designation markings. Runway threshold markings and HI lighting. Runway 09 threshold permanently displaced. Runway aiming point and Touchdown zone markings. Runway 27 HI touch down zone lighting. Runway centre-line markings and HI lighting spaced for operations in RVR below 550 M. Runway edge markings and HI lighting. Runway End HI lighting. Stopway HI lighting. Taxiway marking aid(s): All runway holding positions have runway guard lights, stopbars and illuminated hold point signs. Enhanced taxiway centre-line markings are provided at A1, C, D, E, F and G. Taxiway centre-lines have markings and HI lighting spaced for operations in RVR below 550 M. Taxiway edge markings are provided only at certain locations eg: internal radii of acute taxiway junctions. Retro reflective blue markers are installed in similar locations and on taxiways T, U, V and W.
3	Stop bars and runway guard lights (if any)	At Holding Points A1, A2, C, D, E, F, G and W: HI uni-directional switchable Red. At Holding Points A3, A8, K, L, T, U and V: HI bi-directional switchable Red. Holding Points A2, A3, A8, K, L, T, U, V and W: illuminated only during Low Visibility Operations.
4	Other runway protection measures	
5	Remarks	Wind direction indicators (LGTD) - 532003.08N 0025138.66W - 532006.79N 0025017.54W. Intermediate apron holding positions on Taxiway Uniform (Uniform 2), Taxiway Victor (Victor 2) and Taxiway Whiskey (Whiskey 2), are provided to hold aircraft when necessary, prior to parking on stand. The taxiway strip to the east of Holding Point Kilo is limited to 42 M on the north side of the taxiway.

EGGP AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGGP1519) 27/APPROACH 09/ TAKE-OFF	TREE	532007.75N 0024917.88W	118 FT	49 FT	No	
(EGGP1534) 27/APPROACH 09/ TAKE-OFF	TREE	532006.85N 0024917.06W	114 FT	44 FT	No	
(EGGP1514) 27/APPROACH 09/ TAKE-OFF	TREE	532004.88N 0024918.29W	130 FT	68 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**
(EGGP1334) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532004.79N 0024947.93W	86 FT	10 FT	No	
(EGGP1329) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532004.73N 0024949.28W	84 FT	10 FT	No	
(EGGP1520) 27/APPROACH 09/ TAKE-OFF	TREE	532004.62N 0024917.58W	129 FT	70 FT	No	
(EGGP1515) 27/APPROACH 09/ TAKE-OFF	TREE	532004.63N 0024917.77W	129 FT	73 FT	No	
(EGGP1335) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532004.35N 0024947.87W	85 FT	11 FT	No	
(EGGP1330) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532004.28N 0024949.22W	84 FT	11 FT	No	
(EGGP1528) 27/APPROACH 09/ TAKE-OFF	TREE	532004.25N 0024917.21W	128 FT	64 FT	No	
(EGGP1526) 27/APPROACH 09/ TAKE-OFF	TREE	532004.05N 0024917.55W	126 FT	66 FT	No	
(EGGP1337) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532003.91N 0024947.81W	85 FT	12 FT	No	
(EGGP1808) 27/APPROACH 09/ TAKE-OFF	TREE	532003.85N 0024930.44W	108 FT	37 FT	No	
(EGGP1331) 27/APPROACH 09/ TAKE-OFF	APPROACH LIGHT	532003.84N 0024949.16W	84 FT	12 FT	No	
(EGGP1804) 27/APPROACH 09/ TAKE-OFF	TREE	532003.64N 0024939.26W	95 FT	26 FT	No	
(EGGP1487) 27/APPROACH 09/ TAKE-OFF	TREE	532002.40N 0024918.73W	122 FT	60 FT	No	
(EGGP1518) 27/APPROACH 09/ TAKE-OFF	TREE	532001.83N 0024917.84W	119 FT	70 FT	No	
(EGGP1876) 27/APPROACH	TREE	532000.29N 0024937.23W	122 FT	53 FT	No	
(EGGP1375) 09/TAKE-OFF	TREE	531957.85N 0024940.73W	114 FT	40 FT	No	
(EGGP1398) 09/TAKE-OFF	TREE	531957.81N 0024938.42W	114 FT	52 FT	No	
(EGGP1387) 09/TAKE-OFF	TREE	531957.76N 0024939.08W	118 FT	56 FT	No	
(EGGP1407) 09/TAKE-OFF	TREE	531957.50N 0024938.08W	129 FT	57 FT	No	
(EGGP1400) 09/TAKE-OFF	TREE	531957.41N 0024938.32W	116 FT	62 FT	No	
(EGGP1383) 09/TAKE-OFF	TREE	531957.40N 0024939.44W	127 FT	66 FT	No	
(EGGP1408) 09/TAKE-OFF	TREE	531957.27N 0024938.15W	129 FT	57 FT	No	
(EGGP1404) 09/TAKE-OFF	TREE	531957.26N 0024938.24W	118 FT	62 FT	No	
(EGGP1418) 09/TAKE-OFF	TREE	531957.12N 0024937.27W	125 FT	61 FT	No	
(EGGP1419) 09/TAKE-OFF	TREE	531957.01N 0024937.24W	119 FT	61 FT	No	
(EGGP1201) 09/APPROACH	TREE	531953.94N 0025205.88W	68 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**
(EGGP1559)	PYLON	532403.10N 0024737.24W	316 FT	191 FT	No	
(EGGP1848)	WATER_TOWER	532248.39N 0025227.61W	346 FT	62 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**
(EGGP1153)	BUILDING	532231.56N 0025243.55W	311 FT	119 FT	No	
(EGGP1156)	WOOD	532224.43N 0025240.38W	295 FT	106 FT	No	
(EGGP1142)	MAST	532224.07N 0025305.24W	376 FT	155 FT	Yes Solid Red	
(EGGP1202)	WOOD	532218.07N 0025207.59W	349 FT	124 FT	No	
(EGGP1210)	TREES	532158.59N 0025152.85W	250 FT	55 FT	No	
(EGGP1662)	CHIMNEY	532118.04N 0025057.62W	231 FT	131 FT	Yes Solid Red	
(EGGP1661)	CHIMNEY	532117.37N 0025057.96W	230 FT	131 FT	Yes Solid Red	
(EGGP1664)	CHIMNEY	532116.74N 0025052.46W	237 FT	131 FT	Yes Solid Red	
(EGGP1666)	BUILDING	532116.32N 0025045.14W	210 FT	131 FT	No	
(EGGP1663)	CHIMNEY	532115.97N 0025053.07W	249 FT	131 FT	Yes Solid Red	
(EGGP1302)	WATER_TOWER	532112.59N 0025008.41W	207 FT	129 FT	No	
(EGGP1242)	MAST	532105.82N 0025115.21W	252 FT	141 FT	No	
(EGGP1137)	MAST	532100.66N 0025415.65W	263 FT	221 FT	Yes Solid Red	
(EGGP1595)	BRIDGE	532045.19N 0024418.23W	273 FT	269 FT	No	
(EGGP1230)	SPIRE	532038.60N 0025129.06W	188 FT	102 FT	No	
(EGGP1598)	SPIRE	532037.28N 0024412.46W	180 FT	147 FT	No	
(EGGP1613)	FLOODLIGHT	532024.57N 0024326.17W	210 FT	107 FT	No	
(EGGP1610)	TREE	532023.07N 0024329.91W	159 FT	52 FT	No	
(EGGP1608)	MAST	532022.73N 0024330.03W	168 FT	61 FT	No	
(EGGP1607)	NDB	532022.55N 0024330.47W	166 FT	60 FT	No	
(EGGP1239)	BUILDING	532019.25N 0025116.29W	202 FT	118 FT	No	
(EGGP1240)	BUILDING	532017.29N 0025116.03W	205 FT	121 FT	Yes Solid Red	
(EGGP1241)	LIGHT	532012.92N 0025114.31W	181 FT	100 FT	No	
(EGGP1124)	SPIRE	531958.50N 0025843.40W	236 FT	138 FT	No	
(EGGP1583)	CHIMNEY	531950.09N 0024516.34W	393 FT	349 FT	Yes Solid Red	
(EGGP1258)	ATC	531947.89N 0025051.42W	196 FT	135 FT	Yes Solid Red	
(EGGP1131)	WOOD	531945.11N 0025744.76W	197 FT	72 FT	No	
(EGGP1592)	MAST	531920.88N 0024429.52W	356 FT	116 FT	No	
(EGGP1599)	PYLON	531918.33N 0024402.48W	347 FT	107 FT	No	
(EGGP1580)	CHIMNEY	531914.79N 0024516.54W	390 FT	354 FT	No	
(EGGP1588)	WIND TURBINE	531828.55N 0024442.05W	426 FT	410 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**
(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.)	

EGGP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	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 PCN 77/F/C/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 PCN 77/F/C/W/T SWY surface: Asphalt PCN 77/F/C/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				1860 x 120 M	RWY 09 Landing threshold displaced by 61 M. Strip Dimensions: 2283 x 280 M
7 x 46 M	1143 x 150 M				1860 x 120 M	RWY 27 Strip Dimensions: 2412 x 280 M

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: 531958.93N 0025016.90W (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: 2000 FT AGL Lower limit: SFC	D	LIVERPOOL APPROACH English	5000 FT		

EGGP AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LIVERPOOL APPROACH	119.855 MHz DOC 40 NM/ 10,000 FT.			H24	ATZ hours coincident with Approach hours.
TWR	LIVERPOOL GROUND	121.955 MHz 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 MHz DOC 25 NM/ 4,000 FT.			H24	
RADAR	LIVERPOOL RADAR	118.455 MHz DOC 25 NM/ 10,000 FT.			As directed by ATC.	10 cm Approach Radar.
		119.855 MHz DOC 40 NM/ 10,000 FT.			H24	
← ATIS	LIVERPOOL INFORMATION	124.330 MHz DOC 60 NM/ 20,000 FT.			H24	
OTHER	LIVERPOOL FIRE	121.600 MHz Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	LIVERPOOL EMERGENCY	121.500 MHz 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/LLZ I 0.63°W (2022)	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/LLZ III 0.65°W (2022)	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 0.54°W (2022)	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) 0.59°W (2022)	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.
VOR/DME 0.17°W (2022) 0.10°E (2021)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	VOR DOC: 20 NM/50,000 FT (40 NM/50,000 FT in Sector R100°-205°). DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R300°-000°).

EGGP AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Pilots are to 'book out' by telephoning details to ATC. ‘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, 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.

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 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 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.
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.

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.

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.

d) Departures: These will be made from the runway, Aiming Points or parallel taxiway as selected by ATC.
e) Taxiing - Hover (or ground taxiing if applicable) is required to/from the parking area via designated taxiways.
f) A training area for helicopter hovering has been designated to the west of Taxiway Charlie on a disused taxiway and grassed area. Manoeuvring helicopters shall be exempt from the 500 FT rule if it is conducting manoeuvres, in accordance with normal aviation practice, within boundaries of a licensed or Government aerodrome or, with the written permission of the CAA at other sites. When flying in accordance with the above exemption the helicopter must not be operated closer than 60 M to any persons, vessels, vehicles or structures located outside the aerodrome or site.
g) A FATO has been created south of the main runway that is available for use by Liverpool John Lennon Airport based helicopters only. The midpoint of the FATO is 531956.30N 0025107.80W with dimensions of 30 M x 30 M.

6 USE OF RUNWAYS

a) Variable circuit directions at the discretion of ATC.
b) Overhead join of the circuit is not available. Pilots should join the circuit as instructed by ATC.

7 TRAINING

a) Training flights by turbo-jet powered aircraft shall be subject to the prior approval of ATC. They will not normally be permitted on Sundays before 1000 (0900) or after 2000 (1900). On other days they will not be permitted between 2300-0700 (2200-0600). They will be subject to the following conditions:

   i. All crew training circuits shall be carried out at least 1500 FT AAL;
   ii. In other respects, training aircraft shall comply with the noise abatement procedures detailed below.

b) All types of IFR/VFR training are only available by prior arrangement with ATC and are subject to availability of training slots. Pilots are strongly advised to book their training slots with ATC well in advance. Failure to make a booking may result in the aircraft being refused use of the facilities.
c) Pilots unable to make the booked time must inform ATC as soon as possible so that a new booking may be made. Pilots should inform ATC as soon as possible of booking cancellations. Any flight delayed by 30 minutes or more will be deemed to have been cancelled.
d) When Runway 09 is the declared runway in use, instrument training to Runway 27 will not be permitted. Only radar vectored ILS/DME approaches will be available for instrument training to Runway 09.
e) The filing of a flight plan does not constitute a booking to carry out training from the airport.
f) VFR movements between 0000-0700 (2300-0600) are subject to PPR from ATC 0151-907 1541.

EGGP AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in LPL Controlled Airspace.

2 REVERSE THRUST

To minimise disturbance in areas adjacent to the aerodrome, Flights Crew shall avoid the use of reverse thrust after landing, unless necessary for the safe operation of the aircraft, especially between 2300-0600 (2200-0500).

3 AIRCRAFT NOISE QUOTA SYSTEM

Liverpool John Lennon 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.

a) The night quota period is between 2300-0700 (2200-0600), with the quota count period being between 2330-0600 (2230-0500).
b) Operators must supply information appertaining to the noise characteristics (aircraft type, engine type, operating weight and maximum certificated landing or take-off weight as appropriate) and quota count for all non-exempt aircraft using Liverpool John Lennon Airport, between 2300-0700 (2200-0600). This information must be provided as part of the PPR request process and copied to the Environment Team. E-mail: environment@liverpoolairport.com.
c) Quota Count Operational Restrictions†

   i. 2300-2330 (2200-2230) – Aircraft with quota count of QC/8 and QC/16 must not be scheduled to take-off or land;
   ii. 2330-0600 (2230-0500) – Aircraft with quota count of QC/8 and QC/16 must not take-off or be scheduled to land;

iii. 0600-0700 (0500-0600) – Aircraft with quota count of QC/16 must not take-off or be scheduled to land.

Note: Certain exemptions (including emergencies) apply contact the Environmental Manager for a full list of exemptions.

4 ARRIVALS

Inbound aircraft, other than light aircraft flying under VFR or Special VFR, shall maintain a height of at least 2000 FT above aerodrome level until cleared to descend for landing. 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 aircraft using the ILS glidepath, and it is recommended that aircraft join final approach at not less than 3 NM.

5 DEPARTURES

a) Runway 27

i. After take-off all aircraft of more than 5700 KG (12,500 LB) MTWA shall climb straight ahead at maximum rate to 1000 FT AAL before turning.

b) Runway 09

i. Between 2300-0700 (2200-0600), Runway 09 will only be available for take-off when over-riding operational considerations necessitate its use, eg performance requirements.
ii. After take-off the initial turn onto outbound heading shall be commenced as soon as practicable, but not below 500 FT AAL and not before passing the end of the runway.

c) After completion of the initial turn onto outbound heading, all turbo-jet powered aircraft shall reduce power for noise abatement purposes so as to 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.

6 ENGINE TESTING

Aircraft engine testing is subject to the approval of the Airport Authority and shall only be permitted between the hours of 0700-2300 (0600-2200). Outside these hours engine testing will not be permitted other than in exceptional operational circumstances.

7 REQUIREMENTS

These requirements may be departed from the extent necessary for avoiding immediate danger or risk to life or property.

8 CONTINUOUS DESCENT APPROACHES TO RUNWAY 09

a) Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
c) To facilitate these techniques aircraft should be flown no faster than 250 KT from the Speed Limiting Points and below FL 100 and 250-210 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 seperation 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 possible.

Note: *Continuous descent approaches are only available on Runway 09. Runway 27 operations may require prolonged flight at lower altitude for airspace integration. See EGGP AD 2.22 2 (e) (iii).*

EGGP AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATIONS FAILURE PROCEDURES

a) In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3, with the following exceptions.

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

1. Fly to the LPL NDB holding point;
2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given; or, if radio failure occurs after an aircraft has reported over the holding point, hold at the last assigned level until ATA plus 10 minutes, or 10 minutes after the last acknowledged communications with ATC whichever is the later.
3. then commence descent for landing in accordance with the procedures detailed at ENR 1.1.3 and effect a landing within 30 minutes (or later if able to approach and land visually).

ii. Aircraft which are instructed by ATC to hold at TIPOD or KEGUN, before proceeding to the LPL NDB, will in the event of complete communication failure:

1. When an Onward Clearance Time has been received and acknowledged, leave TIPOD or KEGUN at that time at the last assigned level and proceed to the LPL NDB, then carry out the procedure as shown at ENR 1.1.3; or
2. when 'Delay Not Determined' has been transmitted by ATC, leave TIPOD or KEGUN on the route and at the level shown in paragraph iii to leave Controlled Airspace.

iii. The routes and altitudes to be used when leaving the TMA and CTR in accordance with the procedures given at ENR 1.1.3 are shown in the table below; the route to be followed is dependent on the position of the aircraft

Position at time of decision	Route
TIPOD	Track 360°T at last holding level minus 500 FT.
KEGUN	Track 270°T at last holding level minus 500 FT.
NDB LPL	Track 330°T at last holding level minus 500 FT ALT.
VOR WAL	Track 340°T at last holding level minus 500 FT ALT.

2 PROCEDURE FOR INBOUND AIRCRAFT

a) Clearance to enter the CTR.

Aircraft flying the Airways System will be cleared into the CTR without having to request a specific entry clearance.

b) Aircraft wishing to enter the CTR or TMA under IFR direct from the London FIR must observe the normal procedure for joining Airways at one of the following Reporting Points: Pole Hill VOR and Wallasey VOR.

c) Aircraft unable to comply with these procedures because they are not equipped for flight on Airways may, traffic and weather conditions permitting, be cleared to proceed to Liverpool, in accordance with the procedures described at paragraphs 4 to 7.

d) **Standard Terminal Arrival Routes (STARs)**

Standard arrival routes for aircraft inbound from the airways system will be routed via the Standard Terminal Routes (STARs) detailed at AD 2-EGGP-7 charts.

e) **Non-RNAV1 Inbound Aircraft**

Where STARs are designated as RNAV1 Only, Non-RNAV1 aircraft shall file via the existing route structure as featured in the Standard Route Document (SRD). Non-RNAV1 aircraft should not proceed beyond TIPOD/KEGUN without ATC clearance.

f) **Approach Procedures under Radar Control**

i. When inbound traffic is being sequenced by Radar, the approach procedure will be flown under directions from the Radar Controller. Aircraft will be given a track to take up according to the runway-in-use and will be allocated a level. Changes of heading or level 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. When cleared to descend, aircraft should descend at a rate of at least 500 FT per minute.

ii. 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 put into effect. If radio communication fails at the Radar Unit, pilots on approach will revert to Approach Control for new instructions.

iii. Due to the close proximity of Manchester Airport 20 miles to the east of Liverpool Airport, various restrictions exist regarding descent profiles for aircraft inbound to Liverpool when landing Runway 27. These restrictions are dependent upon the runway in use at Manchester and are detailed below:

1. Manchester Runway 05L or 05R

Left Hand Circuit to Runway 27 is NOT available unless an emergency situation exists. All aircraft shall be positioned for a Right Hand Circuit to Runway 27. Aircraft shall be required to pass north abeam Liverpool Airport, WAL 10d, at or below 3000 FT descending to be 2500 FT or below by WAL 18d. In addition, KEGUN arrivals from the south will initially be positioned to the west of Liverpool Airport and will not be able to track within 5 miles of Liverpool Airport until the aircraft is at or below 3000 FT.

2. Manchester Runway 23L or 23R

Left Hand Circuit to Runway 27 is available. Aircraft shall be required to pass south abeam Liverpool Airport at or below 3000 FT descending to be 2000 FT by I-LQ D8 east of the airfield. For a Right Hand Circuit to Runway 27, aircraft shall be required to pass north abeam Liverpool Airport, WAL 10d, at or below 4000 FT descending to be 2000 FT or below by WAL 18d.

More restrictive descent profile requirements do exist. These are implemented on an infrequent basis and when they become effective aircraft will be advised of the requirements on an individual basis.

g) **Approach Procedures Without Radar Control**

i. When Liverpool inbound traffic is not being sequenced by Approach Radar, aircraft will be cleared direct from the holding facility to carry out an Approach Procedure. When cleared, descend in the NDB(L) LPL holding pattern to 2500 FT ALT, then carry out the required procedure in accordance with the Instrument Approach charts.

3 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. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No ATC 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.
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.
iii. Should weather conditions or other factors necessitate any modification of this procedure, the relevant information will be broadcast by ATC.

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.

c) Radio Communication Failure Procedures

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
ii. For the purpose of radio failure, climb to flight-planned level should be commenced after the last position shown in column 4 of the SIDs where an altitude is specified.

d) Wake vortex, departures

i. Holding Points G & D are not considered by ATC to be intersection departures for the purposes of wake vortex separation, where the departure is a Light aircraft following a Small or Lower-Medium wake turbulence category aircraft using the full runway length (up to, but not including B757-sized or similar aircraft).
ii. Where pilots require greater than 2 minutes departure separation in such circumstances, this should be notified to ATC before entering the runway for line-up. Failure to notify ATC in advance of entering the runway may result in additional delay.

4 PROCEDURES FOR FLIGHTS BETWEEN MANCHESTER AND LIVERPOOL

a) IFR flights between Manchester and Liverpool Airports will normally be cleared via EKLAD 1R/Y off Runway 23R/L or via ASMIM 1S/Z off runway 05L/R to route to TIPOD/KEGUN.
b) IFR flights between Liverpool and Manchester Airports will normally be cleared via WAL 2T/V departure thence as directed by ATC.

5 SPECIAL AERODROME PROCEDURES

Flights within the local circuit area of aerodromes within the Zone or within access lanes of sectors serving these aerodromes may be made subject to the conditions listed below.

a) Air Traffic Rules for Liverpool CTR

i. During the notified hours of watch of Liverpool Air Traffic Control, the rules require that a pilot wishing to fly within the Control Zone must, unless otherwise authorized, comply with the following procedures:

1. **CALL** the appropriate Unit on the frequency giving details of the aircraft’s position, level and proposed track;
2. **OBTAIN CLEARANCE** from Liverpool ATC for the flight;
3. **LISTEN OUT** on the appropriate frequency;
4. **OBEY** all instructions from Liverpool ATC.

b) Local Flying Area and Neston Lane

i. Within a local flying area of 1.5 NM radius centred on the aerodrome (position 532001N 0025100W), and within an entry/exit lane, width 1 NM, centre-line Liverpool Airport-Neston VRP from the boundary of the local flying area to the west boundary of the Control Zone, flights without compliance with IFR requirements may take place subject to the following conditions:

1. Aircraft to remain below cloud and in sight of the ground or water;
2. maximum altitude: 1500 FT, Liverpool QNH;
3. minimum flight visibility: 3 KM;
4. prior clearance to be obtained from Liverpool ATC.

c) Mersey Entry/Exit Lane

i. The local flying area is linked via the River Mersey to Seaforth Docks by means of an entry/exit lane, 1 NM in width, aligned on a centre-line joining positions 531927N 0025345W - 532300N 0025940W - 532741N 0030205W ('Seaforth Dock VRP'). Flights may take place without compliance with IFR requirements subject to the following conditions

1. Aircraft to remain below cloud and in sight of the ground or water;
2. maximum altitude: 1500 FT, Liverpool QNH;
3. minimum flight visibility: 3 KM;
4. prior clearance to be obtained from Liverpool ATC.

6 VFR AND SPECIAL VFR FLIGHTS

a) Clearance may be requested for Special VFR flight within the Liverpool CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down in ENR 1.2.

Note: *Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 8 part B of the Air Navigation Order 2016. All VFR and SPECIAL VFR Flights shall be operated in accordance with SERA.*

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 it is their responsibility when operating on a Special VFR Clearance to remain at all times clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and ensure that they comply with SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). 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.
d) Special VFR flight may be subject to delay when they cannot be fitted readily into the traffic flow.
e) In order to reduce conflict with IFR flights, Special VFR arriving/departing flights will normally be cleared not above a specified altitude and to route via a published Visual Reference Point.
f) Special VFR clearances will not be issued to fixed wing aircraft departing from Liverpool if the reported weather conditions are: visibility 1500 M or less, or the cloud ceiling is less than 600 FT.
g) In order to integrate VFR flights to/from Liverpool Airport with the IFR traffic flow, standard routes are established along which VFR clearance will be issued subject to the conditions specified above. The routes provide a uni-directional traffic flow, dependent upon the runway in use at Liverpool Airport. The routes are detailed in paragraph 7 below and shown on the chart at AD-2-EGGP-4. Non-standard routes may be requested but ATC approval will only be granted if the traffic situation allows. Pilots are reminded of the requirements to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with instructions.
h) Aircraft requiring to hold south of Liverpool Airport should minimise flight over Stanlow oil refinery (4 NM south of the airport).
i) Aircraft approaching Liverpool Airport from the south and south east are requested to avoid overflying the industrial chemical works on the south bank of the River Mersey, 1 NM south of the Runcorn Bridge.

7 STANDARD VFR ENTRY/EXIT ROUTES IN THE LIVERPOOL CONTROL ZONE

a) Runway 27

		Route	Max Altitude	Remarks
Outbound to	North	Route via the River Mersey, to leave CTR via VRP Seaforth Dock.	2000 FT	
	South	Cross River Mersey and follow M53 Motorway, to leave CTR via VRP Vicars Cross Roundabout.	1500 FT	Remain east of EGR311 (Capenhurst).
Inbound from	North	Enter CTR via VRP Kirkby, route east of M57 Motorway, then as directed by ATC.	2000 FT	
	South	Enter CTR via VRP Tarporley Roundabout, route to the western edge of Helsby, then as directed by ATC.	1500 FT	

b) Runway 09

		Route	Max Altitude	Remarks
Outbound to	North	East of M57 Motorway, leave CTR via VRP Kirkby.	2000 FT	
	South	Cross River Mersey and leave CTR via VRP Tarporley Roundabout.	1500 FT	
Inbound from	North	Enter the CTR via VRP Seaforth Dock, route via the River Mersey, then as directed by ATC.	2000 FT	
	South	Enter CTR via VRP Vicars Cross Roundabout, follow M53 Motorway to VRP M53 Junction 11 (Stoak Interchange), then as directed by ATC.	1500 FT	Remain east of EGR311 (Capenhurst).

8 MANCHESTER SPECIAL LOW LEVEL ROUTE

a) The Manchester Special Low Level Route lies immediately to east of the Liverpool CTR. Low Level Route procedures are described at EGCC AD 2.22 paragraph 7 and the route illustrated at Manchester EGCC AD 2 Control Zone and Control Area Chart - Entry/Exit Lanes and VRPs (page AD 2-EGCC-4-1).

9 VISUAL REFERENCE POINTS (VRP)

a) Remain to the east of the Burtonwood Services/M56 Junction 11 VRPs to remain clear of Liverpool CTR.
b) Remain to the west of the Stretton (Disused AD) VRP to remain clear of Manchester CTR.
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.

10 FREQUENCY MONITORING CODE

a) Pilots operating outside the Liverpool CTR/CTA but within the area bounded by the following coordinates and maintaining a listening watch only on the Liverpool Radar frequency, 119.855 MHz, may select code 5060 with mode Charlie. Solo student pilots fulfilling the above criteria may select code 5067 with mode Charlie.

530626N 0024349W - 530314N 0024935W -
530253N 0023748W - 533723N 0023744W -
533223N 0025907W - 533213N 0031406W -
532621N 0032107W - 531909N 0032201W -
531525N 0031346W - 531714N 0031104W -
531427N 0030140W - 530626N 0024349W

b) Selection of 5060/5067 does not imply the receipt of an ATC service. Aircraft displaying these codes are not expected to contact ATC under normal circumstances, but remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Liverpool CTR/CTAs at all times. Pilots are reminded that the Manchester CTR/CTAs and the Hawarden RMZ are in close proximity to the Liverpool CTR/CTAs and the display of 5060/5067 does not constitute authority to transit these areas without permission.
c) Whilst squawking 5060/5067, pilots should be aware that Liverpool Radar may make blind calls in order to ascertain a pilot's intentions/ routing.
d) When an aircraft ceases to maintain a listening watch or is no longer flying within the area, the pilot will deselect transponder code 5060/ 5067.

EGGP AD 2.23 ADDITIONAL INFORMATION

Not applicable

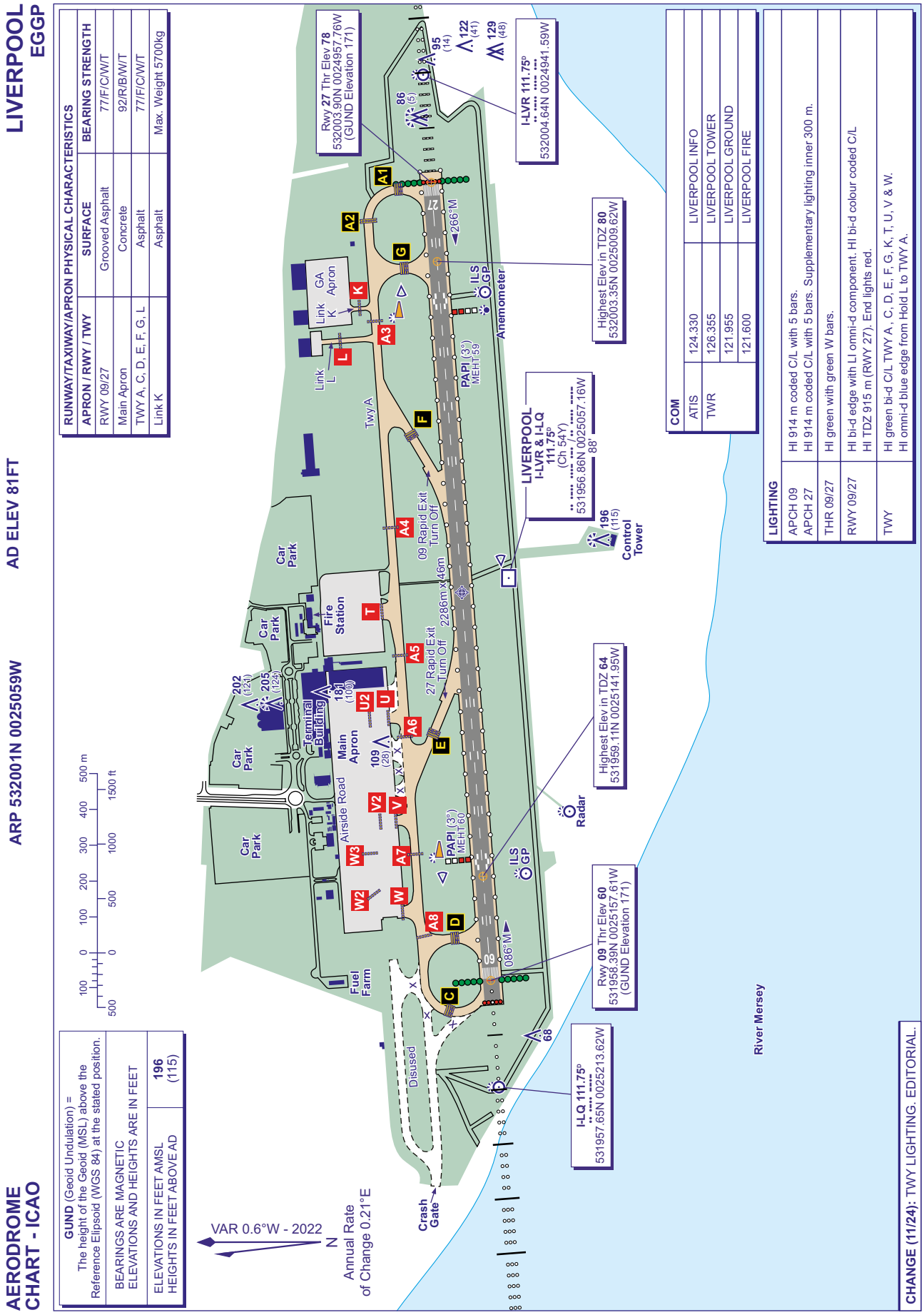
EGGP AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGGP-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGGP-2-2
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGGP-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGGP-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) POLE HILL - ICAO
AD 2.EGGP-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) REXAM - ICAO
AD 2.EGGP-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) BARTN 1T 1V - ICAO
AD 2.EGGP-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) WAL 2T 2V NANTI 2T - ICAO
AD 2.EGGP-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NANTI 2V (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGGP-6-5
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) GASKO 1L LAKEY 1L LIBSO 1L POL 1L VEGUS 1L - ICAO
AD 2.EGGP-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BOFUM 1L PENIL 1L - ICAO
AD 2.EGGP-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELVOS 1L LESTA 1L PEPZE 1L - ICAO

EGGP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK


LIVERPOOL
EGGP
AERODROME
CHART - ICAO
ARP 532001N 0025059W
AD ELEV 81FT
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
BEARING STRENGTH
RWY 09/27
Grooved Asphalt
77/F/C/W/T
Main Apron
Concrete
92/R/B/W/T
TWY A, C, D, E, F, G, L
Asphalt
77/F/C/W/T
Link K
Asphalt
Max. Weight 5700kg
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
196 (115)
100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft
VAR 0.6°W - 2022
Annual Rate of Change 0.21°E
Rwy 27 Thr Elev 78
532003.90N 0024957.76W
(GUND Elevation 171)
Rwy 09 Thr Elev 60
531958.39N 0025157.61W
(GUND Elevation 171)
I-LVR 111.75
532004.64N 0024941.59W
I-LQ 111.75
531957.65N 0025213.62W
LIVERPOOL
I-LVR & I-LQ
111.75
(Ch 54Y)
531956.86N 0025057.16W
Highest Elev in TDZ 80
532003.35N 0025009.62W
Highest Elev in TDZ 64
531959.11N 0025141.95W
Terminal Building
Main Apron
Airside Road
Fire Station
Fuel Farm
Disused
Crash Gate
Link K
GA Apron
Link L
Twy A
Car Park
09 Rapid Exit Turn Off
27 Rapid Exit Turn Off
2286m x 46m
PAPI (3°) MEHT 59
ILS GP
Anemometer
Control Tower
Radar
River Mersey
COM
ATIS
124.330
LIVERPOOL INFO
TWR
126.355
LIVERPOOL TOWER
121.955
LIVERPOOL GROUND
121.600
LIVERPOOL FIRE
LIGHTING
APCH 09
APCH 27
HI 914 m coded C/L with 5 bars.
HI 914 m coded C/L with 5 bars. Supplementary lighting inner 300 m.
THR 09/27
HI green with green W bars.
RWY 09/27
HI bi-d edge with LI omni-d component. HI bi-d colour coded C/L
HI TDZ 915 m (RWY 27). End lights red.
TWY
HI green bi-d C/L TWY A , C, D, E, F, G, K, T, U, V & W.
HI omni-d blue edge from Hold L to TWY A.
CHANGE (11/24): TWY LIGHTING. EDITORIAL.

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 532001N 0025059W

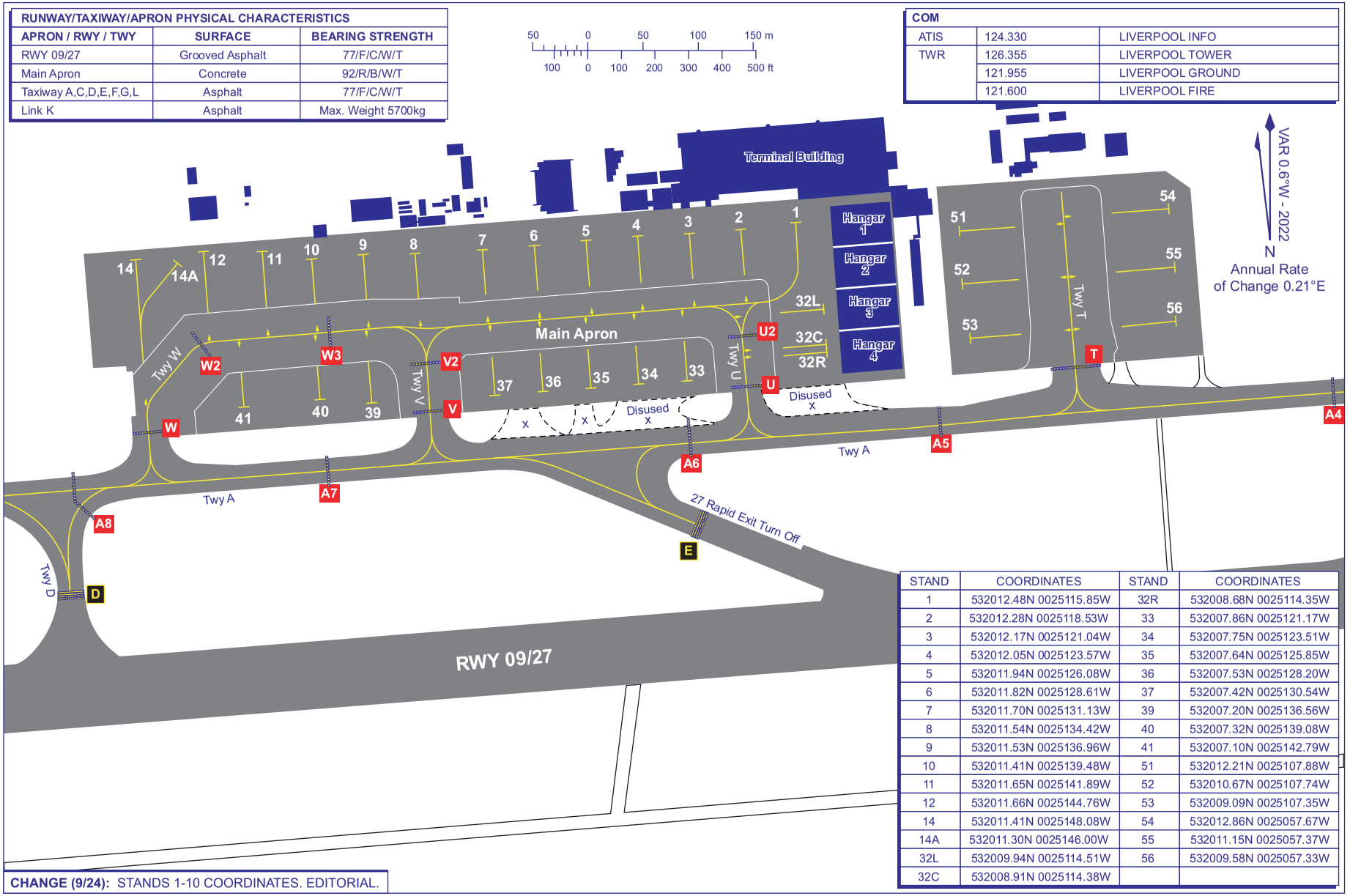
AD ELEV 81FT

LIVERPOOL
EGGP

AERO INFO DATE 18 JUN 24

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 09/27	Grooved Asphalt	77/F/C/W/T
Main Apron	Concrete	92/R/B/W/T
Taxiway A,C,D,E,F,G,L	Asphalt	77/F/C/W/T
Link K	Asphalt	Max. Weight 5700kg

COM		
ATIS	124.330	LIVERPOOL INFO
TWR	126.355	LIVERPOOL TOWER
	121.955	LIVERPOOL GROUND
	121.600	LIVERPOOL FIRE



STAND	COORDINATES	STAND	COORDINATES
1	532012.48N 0025115.85W	32R	532008.68N 0025114.35W
2	532012.28N 0025118.53W	33	532007.86N 0025121.17W
3	532012.17N 0025121.04W	34	532007.75N 0025123.51W
4	532012.05N 0025123.57W	35	532007.64N 0025125.85W
5	532011.94N 0025126.08W	36	532007.53N 0025128.20W
6	532011.82N 0025128.61W	37	532007.42N 0025130.54W
7	532011.70N 0025131.13W	39	532007.20N 0025136.56W
8	532011.54N 0025134.42W	40	532007.32N 0025139.08W
9	532011.53N 0025136.96W	41	532007.10N 0025142.79W
10	532011.41N 0025139.48W	51	532012.21N 0025107.88W
11	532011.65N 0025141.89W	52	532010.67N 0025107.74W
12	532011.66N 0025144.76W	53	532009.09N 0025107.35W
14	532011.41N 0025148.08W	54	532012.86N 0025057.67W
14A	532011.30N 0025146.00W	55	532011.15N 0025057.37W
32L	532009.94N 0025114.51W	56	532009.58N 0025057.33W
32C	532008.91N 0025114.38W		

CHANGE (9/24): STANDS 1-10 COORDINATES. EDITORIAL.

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.

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).

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

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	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
08R	077.63°	3317 x 45 M	RWY surface: Asphalt, Grooved PCN 100/F/C/W/T SWY surface: Asphalt, Grooved PCN 100/F/C/W/T	510845.12N 0001224.52W 148.6 FT	THR 196.3 FT TDZ 196.3 FT	08R: 0.06% Down 26L: 0.06% Up
26L	257.65°	3317 x 45 M	RWY surface: Asphalt, Grooved PCN 100/F/C/W/T SWY surface: Asphalt, Grooved PCN 100/F/C/W/T	510902.42N 0001019.00W 148.5 FT	THR 195.9 FT TDZ 196.0 FT	08R: 0.06% Down 26L: 0.06% Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	479 x 150 M	2681 x 150 M	90 x 90 M 240 x 90 M			RWY 08L Landing threshold displaced by 321 M. Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.
	142 x 150 M	2681 x 150 M	90 x 90 M 240 x 90 M			RWY 26R Landing threshold displaced by 415 M. Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.
74 x 45 M	152 x 150 M	3437 x 280 M	90 x 90 M 240 x 90 M			RWY 08R Landing threshold displaced 395 M. Paved shoulders extend 15 M beyond each side of Runway 08R/26L. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.
62 x 45 M	144 x 150 M	3437 x 280 M	90 x 90 M 240 x 90 M			RWY 26L Landing threshold displaced by 425 M. 150 M starter extension. Paved shoulders extend 15 M beyond each side of Runway 08R/26L. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.

EGKK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08R	3159 M	3311 M	3233 M	2765 M	

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
26L	3255 M	3399 M	3317 M	2830 M	
08R	2937 M	3088 M	3011 M		Take-off from intersection with Hold Hotel 1.
08R	2772 M	2923 M	2846 M		Take-off from intersection with Hold Golf 1.
26L	3146 M	3290 M	3208 M		Take-off from intersection with Hold Alpha 1.
26L	2891 M	3035 M	2953 M		Take-off from intersection with Hold Bravo 1.
26L	2460 M	2604 M	2521 M		Take-off from intersection with Hold Charlie 1.
08L	2561 M	3040 M	2561 M	2241 M	
26R	2515 M	2657 M	2515 M	2146 M	

EGKK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08L	Centreline with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars. Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the THR bar. Visible in the approach sector only.	PAPI /3° 65 FT 450 M			HI flush bi-directional 60 M spacing, with LI omni-directional component	Red		
26R	Centreline with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars. Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the THR bar. Visible in the approach sector only.	PAPI /3° 68 FT 425 M			HI flush bi-directional 60 M spacing, with LI omni-directional component	Red		

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
	GATWICK GROUND	121.805 MHz Ground Movement Control. DOC 5 NM/ GND.			0530-2300 (0400-2300)	
	GATWICK TOWER	121.500 MHz Emergency frequency O/R.			H24	
		124.230 MHz DOC 25 NM/ 10,000 FT.			H24	
		134.230 MHz When instructed by ATC. DOC 40 NM/ 15,000 FT.			H24	
ATIS	GATWICK INFORMATION	136.525 MHz DOC 60 NM/ 20,000 FT.			H24	
OTHER	GATWICK FIRE	121.600 MHz 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/LLZ III 0.54°E (2022)	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/LLZ III 0.53°E (2022)	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 0.43°E (2022) 0.60°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 0.41°E (2022) 0.80°E (2023)	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 R359-089. DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R224-314). DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
VOR/DME 1.04°E (2022) 1.70°E (2022)	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 R013°-073°).

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 0.16°E (2022) 0.80°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.
VOR/DME 0.37°E (2022) 0.80°E (2023)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT	VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304º to 134º. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299°-044°.
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 0.59°E (2022) 0.40°E (2020)	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 R260-075 and 60 NM/50,000 FT in Sector R315-345). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R285-045 and 100 NM/50,000 FT in Sector R045-135). Due to terrain, coverage at low level is reduced in Sector R115-220. In addition DME unlocks may occur in Sector R005-040 at ranges up to 25 NM.
VOR/DME 0.61°E (2022) 0.70°E (2022)	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 0.78°E (2022) 1.20°E (2023)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.
VOR/DME 0.40°E (2022) 0.30°E (2019)	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 R355°-165°). DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R240°-000°).
VOR/DME 0.65°E (2022) 0.90°E (2021)	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.
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 for safety reasons not in excess of 10 minutes prior to the planned movement.*

Note 2: *When the planned towing movement as specified under 1 is delayed due ATC, then the APU may be left running.*

Note 3: *When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction for Narrow body aircraft is extended to 40 minutes before SOBT.*

Note 4: *When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction for Wide body aircraft is extended to 75 minutes before SOBT.*

Note 5: *At certain times of the year during periods of extreme high temperatures, further exemptions may be requested from GAL Airfield Operations in accordance with Gatwick Airport Directives and Notices.*

2 GROUND MOVEMENT

a) General

i. Ground Movement Control (GMC) is in continuous operation and all surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority.
ii. Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.
iii. Within the Manoeuvring Area, pilots will be cleared to proceed under general direction from GMC and they are reminded of the extreme importance of maintaining a careful lookout at all times. ATC instructions will normally specify the taxi route to be followed. Three 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 Delta RET: Possible routing error - traffic vacating Runway 08R at Delta be aware of potential confusion between Taxiways Romeo and Quebec.
3. HS3 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 his 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 at Gatwick for suitably equipped aircraft. Pilots requesting pre-departure clearance by datalink must when entering stand number ensure that:

1. L/M/R stand designator as appropriate is entered (eg. 141L, 562M, 34R);
2. Ensure stand number is entered with at least 2 figures (eg. 05M).

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. Before the Aircraft Commander calls for pushback, they must confirm the ground crew are ready to push via the headset operator to ensure the tug driver is in the tug and listening for communications between ATC and the flight deck. **If the Aircraft Commander is not in two-way headset communication with the tug crew, they must inform the Ground Movement Planner (GMP) when reporting ready for start.** The tug driver must listen to the exchange between the aircraft crew and ATC so that the tug crew have a full understanding of the detail of the ATC approval. If the tug driver has not heard the pushback instruction they must not push the aircraft. Request and clearance will be issued between the flight crew and ATC only. On receipt of pushback instruction, the flight crew 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 crew. If further clarity is required then the tug driver should contact ATC.
ii. The Manoeuvring Area is equipped with the following forms of taxiway guidance:

EGLL — LONDON HEATHROW

EGLL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLL — LONDON HEATHROW

EGLL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512839N Long: 0002741W Mid point of Runway 09L/27R
2	Direction and distance from city	12 NM W of London.
3	Elevation / Reference temperature / Mean Low Temperature	83 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	0.41°E (2022) / 0.20°E
6	AD Administration Address Telephone Telefax Telex	HEATHROW AIRPORT LIMITED The Compass Centre, Nelson Road, Heathrow Airport, Hounslow, TW2 2GW. 08700-000123 (HAL) 020-8750 2636 (NATS Ltd) 020-8745 4290 (HAL) 934892 (HAL)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to NATS Ltd operational areas may be recorded. Types of traffic permitted: IFR/VFR/SVFR.

EGLL AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24 Refer to AD 2.20 item 1.
9	Handling	H24 Refer to AD 2.20 item 1.
10	Security	H24 Refer to AD 2.20 item 1.
11	De-icing	H24 Refer to AD 2.20 item 1.
12	Remarks	

EGLL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full.
2	Fuel and oil types	AVTUR JET A-1 Oils: Various by arrangement with fuel companies.
3	Fuelling facilities/capacity	Hydrant refuelling. Very limited bowser capacity.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	By arrangement with BA or Virgin Atlantic.
6	Repair facilities for visiting aircraft	Maintenance and repair (by arrangement).
7	Remarks	

EGLL AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	Restaurant, buffet and bar.
3	Transportation	Underground and Express to Central London, Buses, Coaches, taxis and car hire.
4	Medical facilities	Occupational Health Department. Tel: 020-8745 7211/7047/7048.
5	Bank and Post Office	Post Office Second Floor, Departures Building, Terminal 3.
6	Tourist Office	
7	Remarks	

EGLL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A10
2	Rescue equipment	
3	Capability for removal of disabled aircraft	By arrangement with nominated recovery company.
4	Remarks	

EGLL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Braking action by ASFT and Grip Tester. Runways (09L/27R & 09R/27L) De-iced/Anti-iced with Ethylene glycol. Latest information from: Airfield Duty Manager (AfDM).

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

1	Apron surface and strength	APRON Surface: Concrete except Stand 357, which has block paving.
2	Taxiway width, surface and strength	Taxiway GROUND TAXIWAY 1: 23 M Surface: Concrete and asphalt Taxiway GROUND TAXIWAY 2: 30 M Surface: Concrete and asphalt Taxiway GROUND TAXIWAY 3: 37 M Surface: Concrete and asphalt
3	Altimeter checkpoint location and elevation	Central Area 77 FT - Southern helicopter pad 75 FT - Cargo Centre Southside 76 FT.
4	VOR checkpoints	
5	INS checkpoints	See Aircraft/Parking Docking Charts
6	Remarks	

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**
(EGLL18165) 27R/TAKE-OFF	TREE	512837.13N 0002953.05W	124 FT	49 FT	No	
(EGLL22527) 27R/TAKE-OFF	TREE	512837.04N 0002944.68W	109 FT	34 FT	No	
(EGLL11221) 27R/APPROACH	TANK NETTING	512834.56N 0002542.13W	98 FT	18 FT	No	
(EGLL13700) 27R/APPROACH	LAMP POST	512834.34N 0002543.40W	97 FT	17 FT	No	
(EGLL9629) 27R/TAKE-OFF	LAMP POST	512832.37N 0002932.07W	106 FT	17 FT	No	Close in Obstacle
(EGLL9623) 27R/TAKE-OFF	LAMP POST	512832.34N 0002934.28W	111 FT	25 FT	No	Close in Obstacle
(EGLL9625) 27R/TAKE-OFF	LAMP POST	512832.32N 0002933.04W	108 FT	22 FT	No	Close in Obstacle
(EGLL2970) 27R/TAKE-OFF	FENCE	512832.13N 0002935.34W	109 FT	25 FT	No	Close in Obstacle
(EGLL9674) 27R/TAKE-OFF	FENCE	512832.07N 0002935.17W	109 FT	25 FT	No	Close in Obstacle
(EGLL3035) 27R/TAKE-OFF	ROAD SIGN	512831.89N 0002937.58W	115 FT	30 FT	No	Close in Obstacle
(EGLL5363) 27R/TAKE-OFF	SIGN	512831.78N 0002937.31W	115 FT	26 FT	No	Close in Obstacle
(EGLL5277) 27R/TAKE-OFF	TREE	512830.97N 0002940.02W	123 FT	27 FT	No	Close in Obstacle
(EGLL13680) 09R/APPROACH	LAMP POST	512759.65N 0002921.16W	105 FT	26 FT	No	
(EGLL17090) 27L/APPROACH	BUILDING VENT	512759.18N 0002515.02W	134 FT	59 FT	No	
(EGLL21758) 27L/APPROACH	BLDG SAT DISH	512759.18N 0002516.24W	135 FT	60 FT	No	
(EGLL18845) 27L/TAKE-OFF	TREE	512757.08N 0002933.88W	109 FT	35 FT	No	
(EGLL2424) 27L/TAKE-OFF	FLOODLIGHT	512756.68N 0002923.92W	98 FT	22 FT	No	
(EGLL18839) 27L/TAKE-OFF	TREE	512756.34N 0002932.14W	102 FT	31 FT	No	
(EGLL22652) 27L/TAKE-OFF	TREE	512754.87N 0002935.35W	109 FT	37 FT	No	
(EGLL18809) 27L/TAKE-OFF	TREE	512754.26N 0002932.99W	103 FT	32 FT	No	
(EGLL18810) 27L/TAKE-OFF	TREE	512754.21N 0002934.45W	103 FT	31 FT	No	
(EGLL18983) 09R/TAKE-OFF	TREE	512750.41N 0002537.91W	109 FT	30 FT	No	
(EGLL18755) 27L/TAKE-OFF	TREE	512750.12N 0002932.86W	102 FT	31 FT	No	
(EGLL16991) 27L/APPROACH	TREE	512748.96N 0002544.25W	110 FT	32 FT	No	
(EGLL21679) 09R/TAKE-OFF	TREE	512748.77N 0002529.26W	119 FT	42 FT	No	
(EGLL21681) 27L/APPROACH	TREE	512748.53N 0002530.45W	121 FT	43 FT	No	
(EGLL21726) 27L/APPROACH	TREE	512748.46N 0002548.61W	103 FT	25 FT	No	
(EGLL17680) 27L/TAKE-OFF	TREE	512746.68N 0002918.13W	105 FT	29 FT	No	Close in Obstacle
(EGLL13259) 27L/TAKE-OFF	STREETLIGHT	512746.59N 0002919.81W	106 FT	32 FT	No	Close in Obstacle
(EGLL17965) 09R/TAKE-OFF	TREE	512746.13N 0002543.63W	124 FT	45 FT	No	Close in Obstacle
(EGLL22636) 09R/APPROACH	TREE	512743.72N 0002957.62W	157 FT	90 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLL6032)	SPIRE	513427.08N 0002015.52W	557 FT	151 FT	No	
(EGLL5997)	AERIAL	513133.05N 0002742.07W	299 FT	171 FT	No	
(EGLL5884)	AERIAL	513107.77N 0002443.09W	282 FT	168 FT	No	
2021012731	CRANE	513101N 0001552W	571 FT	469 FT	Yes 2000 candelas static red	
(EGLL13728)	BUILDING	513044.76N 0001839.95W	340 FT	239 FT	No	
2023062049	CRANE	513039N 0002422W	404 FT	299 FT	Yes Steady red	Avondale Drive, Hayes, UB3 3PW. End estimated December 2025.
20230525104	CRANE	513035N 0002339W	320 FT	230 FT	Yes Steady red	Beaconsfield Road, Hayes, UB4 0SL. End estimated May 2025.
2024072458	CRANE	513028N 0002246W	417 FT	309 FT	Yes Steady red	Southall Beaconsfield Road
202204228	CRANES	513028.00N 0002325.00W	328 FT	223 FT	Yes Red	Southall Area. See AD 2.20 Warnings.
2023032017	CRANE	513025N 0002231W	469 FT	364 FT	Yes Steady red	Park Avenue, Southall, UB3 1AD.
2023102344	CRANE	513023N 0002531W	396 FT	288 FT	Yes Steady red	Clayton Road. End estimated August 2024.
2023062044	CRANE	513021N 0002503W	399 FT	294 FT	Yes Steady Red	Austin Road, Hayes UB3 3DN. End estimated December 2025.
2024021538	CRANE	513020N 0002238W	537 FT	431 FT	Yes Steady red	Merrick Place, Merrick Road, Southall, London, UB2 4AU.
201909164	CRANE	513020.29N 0004145.62W	442 FT		Yes Steady red	
2022032227	CRANE	513019.00N 0002543.00W	378 FT	271 FT	Yes Steady Red	One Vinyl Square, Hayes.
2023061617	CRANE	513018N 0002640W	226 FT	148 FT	Yes Steady red	14 Prologis Park, Hayes, West Drayton, UB7 9FN. End estimated June 2025.
(EGLL6072)	PYLON	513013.13N 0002955.78W	258 FT	169 FT	No	
20240305156	CRANE	513008N 0002437W	343 FT	236 FT	Yes Steady red	Union Park, North Hyde Gardens.
202105166 - TC7	CRANE	513008N 0002458W	470 FT	369 FT	Yes 2000 Candelas Static Red	
20240117129	CRANE	513008N 0002440W	410 FT	302 FT	Yes Steady red	Union Park Crane 1, North Hyde Gardens UB3 4DG.
2024011012	CRANE	513008N 0002440W	318 FT	213 FT	Yes Steady red	Project Union Phase 1, North Hyde Gardens, Hayes, UB3 4QQ.
202212299	CRANE	513007N 0002436W	237 FT	138 FT	Yes Steady red	Union Park, 15 North Hyde Gardens, Hayes, UB3 4QQ.
202103082	CRANE	513007.00N 0002804.00W	322 FT	230 FT	Yes Steady red	
2022022449	CRANE	513006.00N 0002459.00W	456 FT	342 FT	Yes Steady red	
2024062726	CRANE	513005N 0002507W	421 FT	317 FT	Yes Steady Red	Nestle Avenue, Hayes, UB3 4SA (Charles Edward Site).
202105163	CRANE	513003N 0002455W	228 FT	130 FT	Yes Steady red	

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**
C10/18/22	CRANE	513003.71N 0002449.60W	324 FT		Yes Steady red	
2023081646	CRANE	513001N 0002402W	226 FT	121 FT	Yes Steady red	Industrial Park, 149 Brent Road, Southall, UB2 5FB.
(EGLL8178)	CRANE	512926.91N 0001810.43W	345 FT	305 FT	No	
(EGLL5638)	CHIMNEY	512908.51N 0003018.05W	320 FT	244 FT	Yes Red	
(EGLL6506)	FLAG POLE	512902.42N 0003615.51W	354 FT	187 FT	No	
2023051249	CRANE	512848N 0002550W	112 FT	26 FT	Yes Steady red	Avis Budget, Northrop Road, Heathrow, TW6 2QA.
2024041232	CRANE	512830N 0002939W	136 FT	33 FT	Yes Steady red	Terminal 5 Welcome Roundabout, Heathrow Airport.
2022110381	CRANE	512829N 0002203W	336 FT	253 FT	Yes Steady red	Lampton Road, Hounslow.
202407053	CRANE	512829N 0002938W	139 FT	39 FT	Yes Steady red	Heathrow Terminal 5, Wayfarer Road, TW6 2GD. Will only operate when Northern Runway (09L/ 27R) is closed.
202110115	CRANE	512827N 0002159W	327 FT	252 FT	Yes Red	
2019080181	CRANE	512817.68N 0002309.12W	330 FT		Yes Steady red	
2024021458	CRANE	512816N 0002700W	261 FT	180 FT	Yes Steady red	Heathrow Airport, Central Terminal Area. Deconstruction of modular building adjacent to Terminal 1 & Terminal 2A. Crane is height restricted during operational hours.
2023062850	CRANE	512811N 0002704W	213 FT	131 FT	Yes Steady Red	Terminal 2A, Heathrow Airport.
2023050340	CRANE	512752N 0002300W	302 FT	226 FT	Yes Steady red	379-389 Staines Road, Hounslow, TW4 5AP.
2024041221	CRANE	512750N 0002513W	182 FT	105 FT	Yes Steady red	Crane will operate only when 09R/27L is closed. Radius Park, St. Anthony's Way, Feltham.
(EGLL3659)	RADAR AERIAL	512737.69N 0002622.62W	220 FT	142 FT	No	
(EGLL18982)	MAST LIGHTNING CONDUCTOR	512732.14N 0002514.14W	227 FT	150 FT	Yes Red	
(EGLL6192)	PYLON	512730.18N 0003221.32W	227 FT	170 FT	No	
(EGLL19369)	BUILDING	512656.87N 0002425.02W	216 FT	147 FT	No	
(EGLL6429)	PYLON	512652.26N 0003137.32W	225 FT	170 FT	No	
(EGLL6896)	CHURCH	512649.92N 0002431.67W	235 FT	166 FT	No	
2022021746	CRANE	512630.00N 0002455.00W	226 FT	167 FT	Yes Steady red	
(EGLL19459)	TREE	512626.15N 0003447.73W	374 FT	98 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**
(EGLL19466)	TREE	512624.41N 0003524.21W	385 FT	122 FT	No	
(EGLL19452)	TREE	512617.94N 0003446.51W	370 FT	109 FT	No	
2023031646	CRANE	512610N 0003032W	438 FT	392 FT	Yes Steady red	Former Renshaw, Industrial Estate, Staines-upon-Thames, TW18 4UQ.
2020012282	CRANE	512609.97N 0003018.92W	421 FT		Yes Steady red	
2023030292	CRANE	512559N 0003039W	379 FT	334 FT	Yes Steady red	Elmsleigh Road, Staines, TW18 4QW.

EGLL 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 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 (PCN)**	**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 PCN 83/F/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 PCN 83/F/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 PCN 83/F/A/W/T	512753.25N 0002856.33W 150.8 FT	THR 75.3 FT TDZ 76.3 FT	
27L	269.72°	3658 x 50 M	RWY surface: Asphalt, Grooved PCN 83/F/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 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 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 Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 M.
		3778 x 280 M				RWY 27L 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

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
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. 860 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 66 FT 417 M	900 M	Bi-directional colour coded 15 M spacing 3901 M length Light intensity high	Bi-directional 60 M spacing 3901 M length White Light intensity high	Red		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. 905 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 73 FT 469 M	901 M	Bi-directional colour coded 15 M spacing 3884 M length Light intensity high	Bi-directional 60 M spacing 3884 M length White Light intensity high	Red		
09R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 939 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 65 FT 420 M	899 M	Bi-directional colour coded 15 M spacing 3660 M length Light intensity high	Bi-directional 60 M spacing 3660 M length White Light intensity high	Red		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. 922 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 65 FT 420 M	901 M	Bi-directional colour coded 15 M spacing 3660 M length Light intensity high	Bi-directional 60 M spacing 3660 M length White Light intensity high	Red		

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: 2000 FT AGL Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		

EGLL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	HEATHROW DIRECTOR	119.730 MHz			H24	ATZ hours coincident with Approach hours.
		120.400 MHz When instructed by ATC.			H24	
		121.500 MHz Emergency frequency O/R.			H24	
		127.525 MHz When instructed by ATC.			H24	
		134.980 MHz When instructed by ATC.			H24	
TWR	HEATHROW DELIVERY	121.980 MHz Ground Movement Planning Departing aircraft are to make initial call to 'Heathrow Delivery' on this frequency.			H24	Non 833 KHz equipped aircraft should refer to AD 2.20 Local Aerodrome Regulation, 2.Ground Movement, e) Start Up Procedure, for further information.
	HEATHROW GROUND	121.705 MHz DOC 5 NM/ GND. Ground Movement Control.			As directed by ATC	
		121.855 MHz DOC 5 NM/ GND. Ground Movement Control.			As directed by ATC	
		121.905 MHz DOC 5 NM/ GND. Ground Movement Control.			As directed by ATC	
	HEATHROW TOWER	118.505 MHz DOC 25 NM/ 4,000 FT.			H24	
		118.705 MHz DOC 25 NM/ 4,000 FT.			H24	
		121.500 MHz Emergency frequency O/R.			H24	
		124.475 MHz When instructed by ATC.			H24	

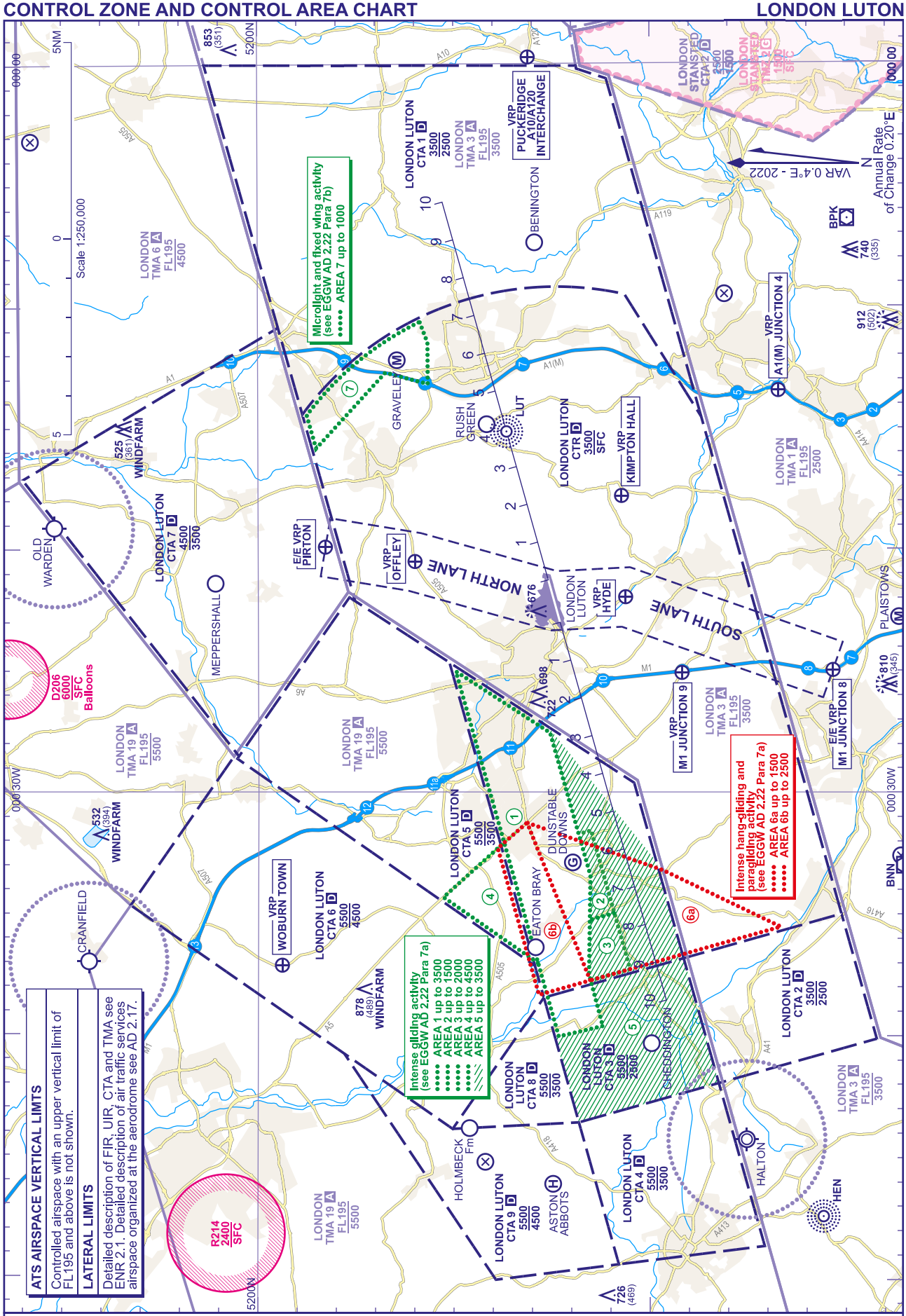
Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
RADAR	HEATHROW RADAR	121.500 MHz Emergency frequency O/R.			H24	Outside the hours 0700-2030 (0600-1930) 125.625 MHz will be monitored by Thames Director: 0600-0700 (0500-0600) and 2030-2230 (1930-2130) or Heathrow Director: 2230-0600 (2130-0500).
		125.625 MHz VFR and Special VFR flights in the London CTR and the London City CTR/CTA. DOC 60 NM/ 20,000 FT.			H24	
		127.525 MHz When instructed by ATC.			H24	
ATIS	HEATHROW INFORMATION	113.750 MHz DOC 60 NM/ 20,000 FT. Broadcast on Bovingdon VOR.			H24	
		117.000 MHz DOC 70 NM/ 20,000 FT. Broadcast on Seaford VOR.			H24	
		128.080 MHz DOC 60 NM/ 20,000 FT.			H24	
ATIS DEP	HEATHROW INFORMATION	121.935 MHz DOC 5 NM/ GND.			H24	Non 833 KHz equipped aircraft should refer to AD 2.20 Local Aerodrome Regulation, 2.Ground Movement, e) Start Up Procedure, for further information.
OTHER	HEATHROW FIRE	121.600 MHz When instructed by ATC. Non-ATS frequency.			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/LLZ III 0.43°E (2022)	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.

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/LLZ III 0.43°E (2022)	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/LLZ III 0.41°E (2022)	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/LLZ III 0.40°E (2022)	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.
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 0.43°E (2022) 0.60°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 0.41°E (2022) 0.80°E (2023)	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 R359-089. DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R224-314). DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
NDB 0.21°E (2022)	WCO	335.000 kHz	H24	515110.51N 0005744.67W		Range 30 NM.
NDB 0.27°E (2022)	WOD	352.000 kHz	H24	512710.02N 0005243.68W		Range 25 NM.
VOR/DME 0.16°E (2022) 0.80°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.

CONTROL ZONE AND CONTROL AREA CHART — LONDON LUTON

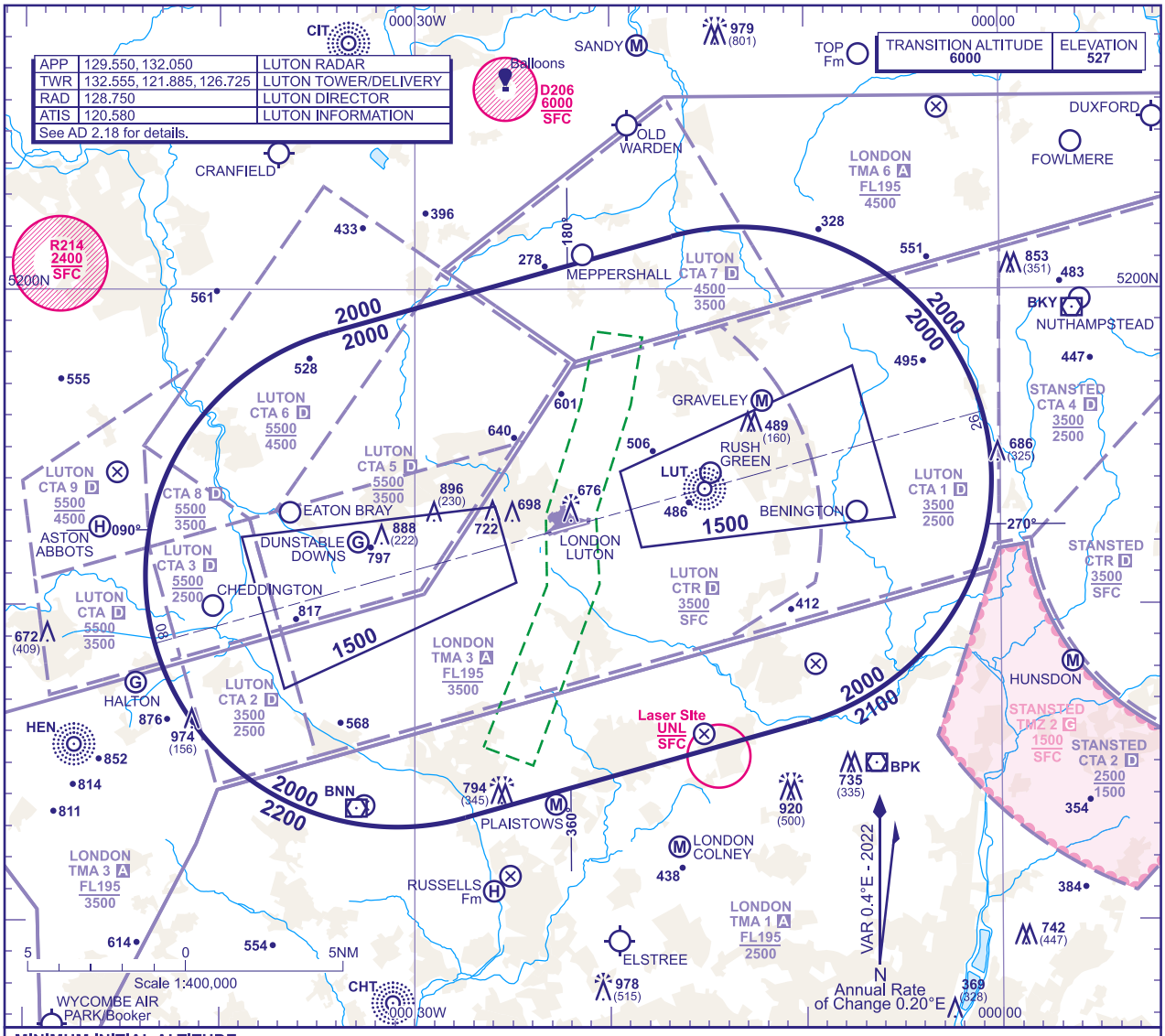


INTENTIONALLY BLANK

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 982
HEIGHTS IN FEET AGL (328)

LONDON LUTON



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **2000** in the sector defined by the lateral limits; 515838N 0003424W - 520140N 0001649W thence clockwise by an arc of a circle radius 8NM centred on 515359N 0001322W to 514617N 0000956W - 514316N 0002725W thence clockwise by an arc of a circle radius 8NM centred on 515057N 0003054W to 515838N 0003424W.

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 last assigned level, to **NDB(L) LUT** and adopt the procedure detailed at EGGW AD 2.22.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) LUT** at **3000** and continue in accordance with the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

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

CHANGE (11/24): EATON BRAY AERODROME ADDED.

AERO INFO DATE 09 AUG 24

INTENTIONALLY BLANK

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON STANSTED TMZ 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: 2000 FT AGL Lower limit: SFC	D	STANSTED RADAR English	6000 FT		See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.

EGSS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	STANSTED RADAR	120.625 MHz			H24	ATZ hours coincident with Approach hours.
		132.050 MHz As directed by ATC.			H24	
TWR	STANSTED DELIVERY	121.955 MHz 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 MHz DOC 5 NM/ GND.			0600-2200 (0500-2100).	
	STANSTED TOWER	121.500 MHz Emergency frequency O/R.			H24	
		123.805 MHz DOC 25 NM/ 10,000 FT.			H24	
		125.550 MHz			As directed by ATC.	
RADAR	STANSTED DIRECTOR	136.200 MHz			As directed by ATC	

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	STANSTED INFORMATION	114.550 MHz DOC 100 NM/ 50,000 FT. Broadcast on Clacton VOR.			H24	
		127.180 MHz DOC 60 NM/ 20,000 FT.			H24	
OTHER	RYANAIR PAD CONTROL	121.555 MHz 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	121.600 MHz Non-ATS frequency.			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/LLZ III 0.62°E (2022)	ISED	110.500 MHz	HO	515351.87N 0001514.12E		(RWY 04)
ILS/GP	ISED	329.600 MHz	HO	515247.54N 0001328.75E		3° ILS Ref Datum Hgt 53 FT.
ILS/LLZ III 0.61°E (2022)	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.
ILS/DME	ISX	42X 110.500 MHz	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 110.500 MHz	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 0.61°E (2022) 0.70°E (2022)	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 0.78°E (2022) 1.20°E (2023)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.
VOR/DME 0.55°E (2022) 1.10°E (2022)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT.

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 0.51°E (2022) 0.40°E (2022)	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 R255°-075° and 65 NM/50,000 FT in Sector R315°-350°). DME DOC: 40 NM/50,000 FT (80 NM/50,000 FT in Sector R285°-000°).

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. Pilots are to ensure stand information entered is in line with aircraft parking/docking map and to include apron location e.g A1L, B30, E84R. For further information contact ATC Operations, Tel: +44 (0)1279-669389.
vi. Stansted Airport is equipped with an advanced surface movement radar utilising Mode-S.

1. Aircraft operators intending to use London Stansted Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
2. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:

(aa) From the request for push back or taxi, whichever is earlier.
(bb) After landing, continuously until the aircraft is fully parked on stand.

3. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.

4. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

b) Aprons

i. Pilots should only request push back (with tug attached) when they are actually ready to do so.
ii. Within the Alpha, Bravo, Charlie, Echo and Zulu cul-de-sacs aircraft should take care to use the taxilane as directed by the GMC controller (ie: East, West or middle). Pilots are responsible for ensuring they do not accept a clearance to use a taxilane centre-line which is not approved for their aircraft type.
iii. Caution, Western Apron is uncontrolled.

c) De-icing Pad Operations

i. Remote de-icing operations will occur when snow is falling and accumulating and shall be promulgated by Stansted Airport Ltd Airside Operations.
ii. Remote de-icing is only available to operators who have a pre-agreement with Stansted Airport Ltd.
iii. Remote de-icing – Operation

1. Flight crew shall notify ATC that remote de-icing will be required prior to aircraft pushback via datalink where available.
2. Flight crew shall simultaneously contact their respective handling agent to request remote de-icing.
3. Flight crew shall request push and start as per normal. ATC shall direct the aircraft to the de-icing pad.
4. Upon entering the pad, flight crew shall park the aircraft in line with the respective Painted Stop Arrow and Omni-directional Red Lights.
5. Once parked the flight crew shall contact the pad controller via the appropriate frequency, and confirm that the parking brake is set, engines are at idle power and the de-icing required.
6. The pad controller shall confirm the de-icing requirements, and shall authorise the de-icing vehicles to approach the aircraft and begin de-icing operations. The pad controller shall park their vehicle in front of the aircraft, in line-of-sight of the flight crew to manage de-icing operations.
7. On completion of de-icing operations, the pad controller shall confirm that all de-icing operations have been completed, that vehicles have vacated the manoeuvring area, advise the anti-icing code, the litreage used and areas treated. Once this has been acknowledged by the flight crew the pad controller shall vacate the manoeuvring area. Flight crew shall contact ATC for further taxi.

iv. Remote de-icing – Emergency Procedures

1. Should an aircraft emergency develop during de-icing pad operations, flight crews are to select all nose landing lighting and contact ATC. Upon seeing the illuminated lights, all de-icing vehicles shall vacate manoeuvring area.

d) **It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.**
e) Pilots are reminded that RTF contact must be maintained with ATC whilst engaged in compass swings on the Compass Base or engine runs in the Ground Run Pen.
f) Runway 04 during CAT II/III operations, aircraft on Golf taxiway with wingspan greater than 36 M may be required to cross the runway at Victor for departure.
g) Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and taxi into the first available taxiway block. The pilot should then hold position until contact with GMC can be established.
h) Taxiway Hotel, Link D, has a maximum wingspan of 51.9 M.
i) Taxiway Hotel between abeam Link Delta and Link Echo, including Link Echo has a maximum wingspan of 36 M.
j) Airport-Collaborative Decision Making (A-CDM) - Definitions of Commonly Used A-CDM Terms:

1. Calculated Take-Off Time (CTOT);
2. Target Off-Blocks Time (TOBT);
3. Target Start Approval Time (TSAT);
4. Target Take-Off Time (TTOT).

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.

Start Request – Stansted ATC (Delivery, Ground or Tower as appropriate)

1. Pilots should report READY to Stansted 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.

Remote Holding Request

1. Stansted Airport has remote holding areas available. If an eligible Aircraft Operator is aware of a significant CTOT delay (30 mins+) and wishes to take the delay off stand rather than on the stand, then they should contact their Ground Handling Agent to arrange it through the airport.
2. In this instance, once recorded as a Remote Hold request which will be indicated on the Safedock screen if it's active, the pushback will be allowed at TOBT and the TSAT will be adjusted to account for expected departure from the remote hold location.
3. A remote hold request made via ATC direct can still be accommodated but could be less well managed for A-CDM timings due to the lack of coordination through the airport, so it is best requested early via the Ground Handling Agent.

Aircraft De-icing Requirements

1. Stansted airport publishes an aircraft de-icing protocol as detailed within the Aerodrome manual. All Aircraft operators should ensure that they have read and understood this document. A copy can be downloaded from www.stanstedairport.com/airfield-operations/aerodrome-manual/.
2. In order to request de-icing, pilots should follow their company's standard procedure which must include liaison with their ground handler who will enter the requirement for de-cing into A-CDM. 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.
3. If the aircraft is to be de-iced remotely, details for this are held within the London Stansted Airport Winter Operations Plan. A copy can be obtained from your Ground Handling Agent.
4. At TOBT, when doors are closed and staff are ready to commence de-icing on stand, pilots must call Stansted 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 should call Stansted ATC again, stating 'De-icing complete, ready to push and start'.
5. Pilots who have been allocated a remote de-Icing area should contact Stansted ATC, stating 'Ready to push and start for remote de-icing'.

3 CAT II/III OPERATIONS

a) Runways 04 and 22, subject to serviceability of the required facilities, are suitable for Category ll/lll operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category ll/lll operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
c) Departing aircraft: ATC will require departing aircraft to use the following Category ll/lll holding points:
Runway 04 – Golf 3, Whisky 3, Hotel 3, Kilo 3 or Lima 3;
Runway 22 – Quebec 3, Romeo 3 or Sierra 3.
Occasionally, it may be necessary for other departure points to be used at the discretion of ATC.
d) Arriving aircraft: All appropriate runway exits are illuminated, and pilots should select the first convenient exit. Runway vacation will be assessed as being when the aircraft has passed the last of the alternate yellow and green centre-line lights. These lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot 'runway vacated' reports.
e) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an impact on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (M)	Expected Landing Rate
Greater than 1000	24
Between 1000 and 600	20
Between 550 and 350	15
Less than 300	12 or less

f) Runways 04 and 22 are suitable for Lower than Standard Category I operations subject to the ILS radiating at CAT III and LVPs being declared in force by ATC, by Operators whose minima have been accepted by the Civil Aviation Authority. Crews wishing to conduct this approach should inform Stansted Radar on first contact.
g) Runway 04 during CAT II/III operations, aircraft on Golf taxiway with wingspan greater than 36 M may be required to cross the runway at Victor for departure.

4 WARNINGS

a) Extensive instrument flying takes place in vicinity of airport.
b) Trees in 22 Approach/04 Take-off relate to highest in large wooded area.
c) Due to runway undulation and line of site issues on Runway 04, aircraft may lose two way communication with ATC. Should this occur when on the runway, pilots should consider aligning with Kilo 1 on the runway.

5 HELICOPTER OPERATIONS

a) All inbound and outbound helicopters must use the runways. Helicopter handling agents are to obtain slot allocation for all flights. Helicopters may not carry out direct approaches to or take-off from apron areas or taxiways. After landing, helicopters will ground taxi or air taxi to an allocated parking area (usually an adjacent stand). While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding wingtip clearance and turbulence.
b) Approach to the runway from the west via Hazelend Wood VRP, or the north from Audley End Railway Station VRP shall remain north of Bury Lodge Hotel and remain clear of Burton End.
c) Helicopters landing from or departing to the west are to avoid overflight of Birchanger, Stansted Mountfitchet and Bishop's Stortford.
d) Pilots of inbound helicopters should contact the Terminal Control Group Supervisor (North) on 023-8048 1103 before departure to obtain an indication of likely delays and if necessary to obtain an EAT. Pilots of all inbound helicopters should note they may be required to hold outside CAS until they can be integrated into the traffic sequence and that in the event of a high controller workload such holding may have to be carried out without radar service.

6 USE OF RUNWAYS

a) Special runway utilisation procedures are detailed at GEN 3.3.3.
b) When Runway 04 is in use a right hand circuit is in force.
c) Wake Turbulence – Departures

i. The following sets of holding points are considered to be the same point for the purposes of departure wake turbulence separation:

Runway 04 - H1/H3 and G1/G3

Runway 22 - S1/S3 and R1/R3

ii. On departure, when in receipt of a line up clearance, the pilot must inform ATC before entering the runway, if greater wake turbulence separation will be required behind preceding aircraft than that laid down in UK AIC P 001/2015. Failure to do so may result in additional delay.

d) Wake Turbulence – Arrivals

For the purposes of spacing in the approach phase the following aircraft types are classified as Upper Medium for Wake Turbulence separation: B707, B757, DC-8 and IL62. All other 'Medium' aircraft types are classified as Lower Medium. Wake turbulence separations are in accordance with the 5 Group Scheme and are detailed in UK AIC P 001/2015.

e) Minimum Runway Occupancy – Departures

i. On receipt of line up clearance, pilots should ensure commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced either its take off roll or landing run.
ii. Whenever possible cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take off roll as soon as clearance is issued
iii. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Stansted Tower frequency.
iv. Pilots of aircraft with wingspan greater than 36 M should not proceed beyond the Cat III holding points G3 and W3 unless instructed to do so by ATC. This may result in fluctuations in the glidepath signal and, subject to weather conditions, inbound traffic established on the ILS may be asked to make a visual approach or localiser only approach whilst the restricted area is infringed.
v. Pilots should never cross Holding Point Red Stop bars.

f) Minimum Runway Occupancy – Arrivals

Runway 04	Taxiway PR	Taxiway QR	Taxiway Q
Distance from threshold (M)	1566	1844	2240
Design exit speed (KT)	52	52	N/A

Runway 22	Taxiway NR	Taxiway LR	Taxiway L
Distance from threshold (M)	1276	1891	2336
Design exit speed (KT)	52	52	N/A

i. Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach and will minimise the risk of 'go-arounds'.
ii. Commensurate with safety, pilots should expedite their landing roll to vacate via the first available RET at the design exit speed.
iii. Where possible, pilots should exit at PR during Runway 04 operations. Tactical extension to the landing roll of any distance is prohibited unless authorised by ATC.
iv. Aircraft expecting to park on the north side of the airfield may be required to vacate via a RET to the south side during high intensity operations. ATC will advise the pilot accordingly on final approach.
v. Alternative vacating preferences may only be given at the discretion of ATC.

g) Runway Vacation Guidelines

i. Due to high intensity Runway Operations at Stansted it is necessary to ensure pilots adhere to the following guidelines:

Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and runway exit, and then hold position until contact with GMC can be established. Pilots should not anticipate a particular taxiway on vacating as there are no standard routeings at Stansted. On Runway 22, pilots should not assume Taxiway Juliet will be available.

ii. Taxiway November is not available as an entry/exit point from the runway for landing or departing fixed wing aircraft.

h) Runway Crossing Procedure

i. Aircraft and vehicles which are required to cross active runways will be issued instructions by the Ground Movement Controller, which will include a holding point as a clearance limit, at which the aircraft or vehicle will be required to hold short of the active runway.
ii. When reaching the clearance limit specified in the taxiing instructions, the aircraft or vehicle will be instructed to change frequency to that of the Air Controller of the appropriate runway.
iii. After crossing the runway and having reported 'Runway Vacated' with the Air Controller, the aircraft or vehicle will be instructed to contact the GMC frequency for further clearance. In the absence of further clearance it is essential that the aircraft or vehicle HOLD position when clear of the runway.

i) Reduced Distance Operations

i. To allow runway maintenance to take place, Runway 04/22 may be operated in a reduced distance configuration. There are two configurations both of which affect the runway declared distances, ground lighting, navigational aids and instrument flight procedures available. There will also be block closures on the taxiway system to safeguard the closed section of runway and facilitate contractor access. At the beginning and prior to the end of each night's working period the runway will be closed for approximately 15 minutes to enable the lighting changes to be undertaken. Time periods when these procedures are in use will be notified by SUP & NOTAM.

ii. During these periods, reduced Aeronautical Ground Lighting services are provided as outlined in the table in AD 2.14. The lighting configuration will comply with the criteria laid down for non-precision approaches and take-offs where Instrumented Runway Visual Range (IRVR) is in excess of 400 M. DME will radiate throughout the working period. DME will continue to provide distance guidance for all departures and RNP Z and Y Instrument Approach Procedures (IAP) missed approaches. The RNP Z IAPs will provide distance information to the normal thresholds, while the RNP Y IAPs will provide distance information to the maintenance thresholds. DME is only used for the RNP Z and Y IAP missed approaches.

Revised Aerodrome Charts will be published within a SUP as required.

iii. Threshold Naming and IAPs available

The maintenance runway thresholds are designated with a 'C' suffix to distinguish them from the normal thresholds:

1. THR 04 (RW04) is the normal threshold for Runway 04 and RNP Z RWY 04 IAP.
2. THR 04C (RW04C) is the maintenance threshold for Runway 04C and RNP Y RWY 04C IAP.
3. THR 22 (RW22) is the normal threshold for Runway 22 and RNP Z RWY 22 IAP.
4. THR 22C (RW22C) is the maintenance threshold for Runway 22C and RNP Y RWY 22C IAP.

Note: RW04, RW22, RW04C, RW22C are MAPt WPTs in RNP Z and Y IAPs respectively.

iv. Use of Runways 04C & 22C

1. Runways 04C & 22C have maintenance thresholds with reduced distances available and will only be used by reason of planned pre-notified runway maintenance.
2. Instrument Approach Procedures RNP Y RWY 04C and RNP Y RWY 22C to the maintenance thresholds RW04C and RW22C will be conducted at 3.5°.
3. ILS CAT I/II/III operations not available during maintenance threshold/Reduced Distance Operations.

v. When Runway 04C in use:

1. A maintenance threshold (RW04C) will be introduced for Runway 04C. Throughout any working period, the section of runway between the THR 22 and the edge of the works area (abeam LR) will remain operational for aircraft.
2. The following Holding Points and Rapid Exit Taxiways will be closed during the working period:
Golf 1, Hotel 1 and 3, Kilo 1 and 3, Lima 1 and 3 and Lima Romeo.
3. Holding point November 1 and 3 will remain available for use. However, in the absence of a painted or lit lead on/off curve, temporary blue edge lights will be positioned to highlight the pavement edge and all aircraft movements via this holding point will be escorted onto and off the runway under the guidance of a Leader vehicle. Taxiway Hotel from Hotel 1 and 3 to, but not including Taxiway Lima, will be closed during the working period to safeguard the works area and provide access for contractors to it.

vi. When Runway 22C in use:

1. A maintenance threshold (RW22C) will be introduced for Runway 22C. Throughout the working period, the section of runway between the THR 04 and the edge of the works area (abeam PR) will remain operational for aircraft.

2. The following Holding Points and Rapid Exit Taxiways will be closed during the working period:
Papa 3, Quebec Romeo, Quebec 1 and 3, Romeo 1 and 3 and Sierra 1 and 3.

vii. During any period when Reduced Distance Operations are in force:

1. ILS will not be available.
2. DME will radiate throughout the working period. It will continue to provide guidance for all departures and RNP Z and Y IAP missed approaches.
3. RNP Y IAPs PAPIs are set to 3.5° and will only serve the maintenance thresholds RW04C/RW22C.
4. RNP Z IAPs PAPIs are set to 3° and will only serve the normal thresholds RW04/RW22.
5. Aircraft must be able to turn within the 46 M width of the runway as it may be necessary to back-track. If required to back-track for departures, pilots should commence the turn at the latest abeam the red stop end wing bars. These are coincident with the start of the declared Runway take off distance. This procedure will ensure persons and equipment within the works area are not exposed to excessive jet blast.
6. Pilots should note that there will be vehicles with rotating/flashing amber obstruction lights inside the works site.
7. All runway lighting outside the area available for landing/take-off will be extinguished.

viii. Charts and coding table data relating to RNP Z and RNP Y IAPs are contained within AD 2.24:

8-3 RNP Z RWY 04 Chart
8-7 RNP Z RWY 22 Chart
8-4 RNP Y RWY 04C Chart
8-8 RNP Y RWY 22C Chart
8-9 RNP Z RWY 04 and RNP Y RWY 04C Coding Tables
8-10 RNP Z RWY 22 and RNP Y RWY 22C Coding Tables

ix. Notification of Runway in Use
The configuration of reduced distance in use at any time will be notified by NOTAM.

7 TRAINING

a) The use of this aerodrome for training is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the aerodrome. It is not permitted to fly an approach to the aerodrome with the intention to execute a missed approach from training purposes.

EGSS AD 2.21 NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

(1) The Civil Aviation (Designation of Aerodromes) Order 1981 (a) provides that Stansted Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) The requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Stansted Airport – London

Now, therefore, the Secretary of State, in exercise of the powers conferred by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), provides as follows:

1. This notice may be cited as the Stansted Airport – London (Noise Abatement Requirements) Notice 2022 and shall come into force on 01 April 2022.

2. The Stansted Airport – London (Noise Abatement Requirements) Notice 2007 (d) is revoked.

3. It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Stansted Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.

2. Subject to sub-paragraphs (4) and (5), any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by day 0700-2300 (0600-2200) as measured at any noise monitoring terminal at any of the sites in the table below:

Site	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 11: Chickney Hall Villas, Broxted	TL 5743 2767	-15 M	*515531N	0001718E
Site 10: Goodacres, Broxted	TL 5760 2696	9 M	*515508N	0001725E
Site 8: Anglian Water, Broxted	TL 5775 2651	-16 M	*515453N	0001732E
Site 9: Moor End Farm, Broxted	TL 5822 2600	-16 M	*515436N	0001756E

Site	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 3: Howe Green School, Great Hallingbury	TL 5106 1874	-21 M	*515048N	0001130E
Site 4: Thames Water, Bishop's Stortford	TL 5012 1963	-36 M	*515118N	0001042E
Site 5: Woolcott Restaurant, Great Hallingbury	TL 5033 1892	-26 M	*515055N	0001052E
Site 6: Morley, Woodside Green	TL 5153 1860	-26 M	*515043N	0001154E

3. Subject to sub-paragraphs (4) and (5), any aircraft shall, after take-off, be operated in such a way that it will not cause more than 84 dBA Lmax by night between 2300-0700 (2200-0600) as measured at any noise monitoring terminal at any of the sites in sub-paragraph (2).

4. The limits specified in sub-paragraphs (2) and (3) shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

Site	Adjustment dBA
Site 11: Chickney Hall Villas, Broxted	minus 1.3
Site 10: Goodacres, Broxted	plus 0.2
Site 8: Anglian Water, Broxted	minus 0.6
Site 9: Moor End Farm, Broxted	minus 0.8
Site 3: Howe Green School, Great Hallingbury	minus 1.0
Site 4: Thames Water, Bishop's Stortford	minus 1.4
Site 5: Woolcott Restaurant, Great Hallingbury	minus 1.4
Site 6: Morley, Woodside Green	minus 1.1

5. For the purpose of determining an infringement of the limits specified in sub-paragraphs (2) and (3), if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

   - 0.4 dB for a tailwind of up to 1 KT
   - 0.8 dB for a tailwind exceeding 1 KT but not exceeding 2 KT
   - 1.2 dB for a tailwind exceeding 2 KT but not exceeding 3 KT
   - 1.6 dB for a tailwind exceeding 3 KT but not exceeding 4 KT
   - 2.0 dB for a tailwind exceeding 4 KT.

   For this purpose, tailwind is to be calculated from the wind data measured in the on-airfield anemometers and wind vanes according to the formula:

   (windspeed x cosine (runway heading minus wind direction)) x – 1.

6. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1), it shall:

   a) Between 0600-2330 (0500-2230) maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT, unless it has been cleared via Barkway, in which case it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 FT.
   b) Between 2330-0600 (2230-0500) maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT.

   The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

7. This paragraph applies to aircraft other than any propeller driven aircraft whose MTWA does not exceed 5700 KG:

   a) With the exception of those aircraft mentioned in sub-paragraph (b), any aircraft which takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC.
   b) Where any aircraft has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

Take-off Runway	ATC Clearance	Procedure
04	Via Barkway	Straight ahead to I SED DME 2 (BKY VOR RDL 116) then turn left onto BKY VOR RDL 099 by BKY DME 7 to BKY VOR.
	Via Clacton	Straight ahead to I SED DME 1 (BKY VOR RDL 122) then turn right onto BKY VOR RDL 114 to intercept CLN VOR RDL 265 to CLN VOR.
	Via Lambourne	Straight ahead to I SED DME 0.8 (BKY VOR RDL 123) then turn right onto LAM VOR RDL 024 to LAM DME 9.
	Aircraft taking off from Runway 04 and positioning for Heathrow (LAM 3S SID).	Straight ahead to I SED DME 0.8 (BKY VOR RDL 123) then turn right onto LAM VOR RDL 024 to LAM VOR. Cross LAM DME 9 at 3000 FT or above; LAM VOR at 5000 FT.

Take-off Runway	ATC Clearance	Procedure
22	Via Barkway	Straight ahead to I SX DME 3.1 (BKY VOR RDL 156) then turn right onto BKY VOR RDL 169 by BKY DME 8.
	Via Clacton	Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left to intercept CLN VOR RDL 265 by CLN DME 33 (XIGAR) to CLN VOR. ***Note:*** *(Aircraft operating at speeds below 195 KT should turn no further east than 140° MAG to intercept CLN VOR R265).*
	Via Detling	Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left onto DET VOR RDL 334 (BKY VOR RDL 153) to DET VOR.
	Aircraft taking off from 22 and positioning for Heathrow (LAM 4R SID)	Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left onto BKY VOR RDL 153 to ROWAN (BKY DME 16). At ROWAN turn right onto LAM VOR RDL 033 to LAM VOR. Cross ROWAN at 3000 FT or above; LAM VOR.

8. RNP1 SIDs are available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent and where the operator has been approved by their State of Registry for RNP1 operations. If the above criteria is met, an aircraft commander may request to depart on the CLN2E SID when on Runway 22, instead of the CLN9R, and may request the DET2D SID when on Runway 04, instead of the DET2S.

9. Where the aircraft is departing the aerodrome it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous climb where practicable.

10. Aircraft shall maintain as high an altitude as practicable, shall avoid flying over Bishop's Stortford and shall avoid flying over Sawbridgeworth and Stansted Mountfitchet at an altitude of less than 2500 FT and shall avoid flying over St Elizabeth's Home (*514949N 0000523E) at an altitude of less than 4000 FT (Stansted QNH).

11. Where the aircraft is approaching the aerodrome to land on Runway 22 it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2.22). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.

12. All aircraft approaching Runway 22 or Runway 04 shall:

    a) If using the ILS in IMC or VMC not descend below 2000 FT (Stansted QNH) before intercepting the glidepath nor thereafter fly below the glidepath;
    b) If flying without assistance from the ILS shall not join the final approach to either runway at a height of less than 1500 FT AAL (unless they are propeller-driven aircraft whose MTWA does not exceed 5700 KG when the minimum height shall be 1000 FT AAL) and thereafter shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

13. All aircraft which are to land at Stansted Airport – London between 2330-0600 (2230-0500) shall not descend below 3000 FT (Stansted QNH) until:

    a) In the case of aircraft other than a relevant propeller driven aircraft, it is established on final approach and is less than 10 NM from touchdown.
    b) If a relevant propeller driven aircraft, it is established on final approach and thereafter must fly below the approach path indicated by the PAPI.

14. Where the aircraft is flying on visual circuits of the aerodrome for missed approach purposes, it shall:

    a) Not descend below 2000 FT (Stansted QNH) on the downwind leg;
    b) Avoid flying over Great Dunmow or Takeley;
    c) As far as possible commence its final approach to the aerodrome after visual circuit at a distance of 3 NM from the landing threshold and at a height of 1000 FT AAL so as to avoid flying over Thaxted if making its final approach to Runway 22, and to avoid flying over Sawbridgeworth if making its final approach to Runway 04.

15. Without prejudice to the provisions of sub-paragraphs (1)-(14), the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

16. The requirements set out in sub-paragraphs (1)-(15) may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control unit.

4. In this notice, except where the context otherwise requires:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time;

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

'relevant propeller driven aircraft' means a propeller driven aircraft whose MTWA does not exceed 25000 KG and which has ATC clearance to make a visual approach for the purpose of landing at Stansted Airport – London;

other abbreviations used are defined in GEN 2.2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

Ian Elston
Deputy Director
Airspace, Noise & Resilience Division
Department for Transport

01 February 2022

a) S.I. 1981/651.
b) 1982 c.16.
c) S.I. 1978/1303.
d) The Stansted Airport - London (Noise Abatement Requirements) Notice 2007 signed by M Capstick on 16 October 2007.
e) 1972 c.6 as amended by S.I 2002/262.

Notes

(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the notice are compatible with normal ATC requirements. The use of the routeings specified is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbofan aircraft.

2. The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2) of that Act. Such breaches would, however, run the risk of financial penalties under Section 78 (A).

3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Stansted Airport Limited.

4. To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330-0600 (2230-0500).

5. Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement to the United Kingdom Aeronautical Information Publication.

6. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 6000 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport Noise and track-keeping system.

7. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see notes 8 and 9 below), it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 M from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.5 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.

8. Aircraft which have attained an altitude of 4000 FT (Stansted QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing. This applies:

a) Between 2330-0600 (2230-0500) to all take-offs, and;
b) Between 0600-2330 (0500-2230) to all take-offs other than those cleared via Barkway.

9. Between 0600-2330 (0500-2230) aircraft which have taken off cleared via Barkway and which have attained an altitude of 3000 FT (Stansted QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing.

EGSS AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT UNDER IFR

a) Inbound via the ATS Route Network

i. The Standard Arrival Routes (STAR) for aircraft inbound to London Stansted are shown at AD 2-EGSS-7-STAR Charts.
ii. The Terminal Holding facilities at LOREL and at ABBOT are shared with arrivals to both London Stansted and Cambridge airports. Additionally, the ABBOT holding facility will continue to be used for RNAV-5 arrivals into London Luton.
iii. Aircraft may be vectored off the routes for separation purposes. When separation has been achieved ATC will give an approximate track to resume the STAR via the appropriate VOR radial or fix.

b) Inbound other than via the ATS Route Network

i. Aircraft wishing to enter the London Stansted CTR/CTA direct from the London Flight Information Region are required to obtain ATC clearance at least 10 minutes before reaching the CTR or CTA boundary, when they will be advised of the route to be followed consistent with the current traffic situation.
ii. Except where required by the Instrument Approach Procedures, inbound aircraft to London Stansted, whether in VMC or IMC, should comply with the Noise Abatement procedures for arriving aircraft as detailed in Section AD 2.21.

c) Approach Procedures - with Radar Control

i. When inbound traffic is being sequenced by Radar, the Approach procedure will be flown under directions from the appropriate Radar Controller, and will consist of that part of the approach between the holding pattern and the Final Approach Track.
ii. Once the aircraft is under Approach Radar Control changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller, except in the case of radio communications failure in the aircraft or at the Radar Unit
iii. Headings and Flight Levels/Altitudes to leave the holding facility will be passed by ATC. When holding is not necessary, radar vectors may be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.
iv. Procedures specific to Runway 22 arrivals via LOREL and ABBOT STARs.
Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glidepath at the appropriate height for the distance without recourse to level flight.
v. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160-180 KT; when established on the ILS and thereafter until 4DME, 165 KT with a tolerance of +/- 5 KT.

These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.
vi. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
vii. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for Approach without radar control, will be put into effect.
viii. In the event of radio communications failure at the Radar Unit, pilots should contact Aerodrome Control for further instructions.

d) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Holding Fix to carry out the appropriate Instrument Approach procedure detailed at AD 2-EGSS-7-Initial Approach Procedures Charts.

e) RNP Z IAPs and RNP Y IAPs during Reduced Distance Operations:
See AD 2.20 Section 6 (i) for further information.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Standard Instrument Departure Procedures are detailed at AD 2-EGSS-6-1 to AD 2-EGSS-6-9.
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) Flights via the ATS Route Network to Luton are to file a BKY SID as far as BKY and route BKY-BUSTA-EGGW.
e) The RNP1 SIDs, CLN1E and DET1D, can only be requested by an operator that has been approved by their State of Registry for RNP1 operations available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent.

3 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures notified in ENR 1.1.3, with the exceptions described below:

a) Aircraft inbound to London Stansted or Cambridge via LOREL † or ABBOT ‡

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

1. continue to the appropriate holding point LOREL † or ABBOT ‡ as detailed at AD 2-EGSS-7-1 to 7-15;
2. hold until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
3. then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).

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

1. Maintain the last assigned level at LOREL † or ABBOT ‡ until:

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. then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).

iii. Radio failure during a Radar Directed Initial Approach to London Stansted

If complete radio failure occurs after clearance to descend to an altitude has been given during a radar directed initial approach, the following procedure should be adopted:

1. continue visually or by means of an appropriate final approach aid;
2. if not possible, maintain 3000 FT ALT or last assigned altitude if higher and proceed to BKY VOR, then;
3. hold at BKY VOR for 5 minutes (Holding axis 270° MAG inbound track (BKY RDL 090°), turning left at the facility, Max IAS 220 KT), then;
4. descend in the holding pattern if necessary to 3000 FT ALT, then;
5. leave BKY VOR on RDL 197 (Runway 04) or RDL 070 (Runway 22) to join the Initial Approach Procedure detailed at AD 2-EGSS-7-Initial Approach Procedures Charts;
6. in the event of a missed approach, follow the Missed Approach Procedure to BKY VOR and adopt the basic radio failure procedure detailed at ENR 1.1.3

iv. The route and level to be used when leaving Controlled Airspace in accordance with the procedures given at ENR 1.1.3 is as follows:

Position at time of decision	Route
ABBOT	Turn right onto track 360°M at last assigned level.
LOREL	Turn left onto BPK VOR RDL 030° at last assigned level.
BKY VOR	BKY VOR RDL 360° at 3000 FT ALT.

b) Outbound Aircraft

i. All outbound traffic except those operating on NUGBO 1R/1S: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGSS-6 or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.
ii. Outbound traffic operating on NUGBO 1R/1S: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGSS-6-1/6-2, then route via M183 to SILVA; at SILVA, commence climb to flight planned level.

4 SPECIAL VFR FLIGHT

a) Clearance may be requested for Special VFR flight within the London Stansted CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down at ENR 1.4

Note: *Pilots holding a Private Pilot's Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4, para 2.4.*

b) Aircraft may be subject to radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that they must at all times when operating on a Special VFR Clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and remain clear of obstacles. Pilots **must** inform the radar controller if compliance with these requirements entails a change of heading or level.
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 Luton airspace.
d) In order to reduce conflict with IFR flights, Special VFR arriving and departing flights will normally be cleared not above 1500 FT ALT via the following routes.

i. Audley End Railway Station VRP via M11 Motorway;
ii. Canfield A120/B1256 INTERCHANGE VRP;
iii. Puckeridge A10/A120 INTERCHANGE VRP via north side of A120 trunk road, **avoiding Bishop's Stortford;**
iv. Nuthampsted AD VRP.

5 VFR FLIGHTS

a) VFR flights inbound to London Stansted or transitting the Stansted CTR/CTA should contact Stansted Radar at least five minutes prior to the CTR/CTA boundary and must not enter the CTR/CTA unless clearance has been given.
b) VFR flights will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic. Clearance may be subject to delay or re-routeing. Pilots should anticipate clearance with reference to the Stansted VRPs.
c) In order to reduce conflict with IFR flights, VFR arriving and departing flights will normally be cleared not above 2000 FT ALT via the routes detailed in paragraph 4 d.
d) Pilots are reminded of the Stansted Transponder Mandatory Zones and of the close proximity of busy minor aerodromes.

6 VISUAL REFERENCE POINTS (VRP)

a) VRPs have been established to facilitate the routes detailed in paragraphs 4d and 5b and to enable pilots of transit flights to plan alternative routes around the CTR/CTA when traffic conditions require.
b) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

7 HELICOPTERS

a) Helicopters inbound to or overflying London Stansted Airport may be required to hold at the following additional VRPs within the aerodrome boundary for integration with arriving and departing flights:

- **From the north:**

  North end of Hangar 12 VRP †.
- **From the south:**

  Diamond Hangar (Hangar 8) VRP.
- **From/to the west:**

  Helicopters arriving/departing via the Puckeridge A10/A120 INTERCHANGE VRP are to route to Hazelend Wood VRP avoiding the built up areas.

  † See AD 2-EGSS-4-1.

b) Helicopters positioning from the VRPs to the runway shall maintain at least 500 FT AGL until aligned with the let down point.

8 TRANSPONDER MANDATORY ZONE ACCESS

a) Suitably equipped aircraft may access a Stansted TMZ without ATC approval although such traffic is strongly recommended to afford itself of either a UK Flight Information Service or make use of an appropriate Monitoring Code (see ENR 1.6, para 2.2.5) if available.
b) The pilot of an aircraft that wishes to operate in a Stansted TMZ without serviceable transponder equipment as defined in GEN 1.5 para 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Farnborough Radar on frequency 132.800 during their hours of operation 0800-2000 (0700-1900) or from Stansted Radar on frequency 120.625, at other times.

9 FIXED WING, GLIDING, HANG-GLIDING, PARAGLIDING AND MICROLIGHT ACTIVITY - STANSTED CTR/CTA

a) Microlight and fixed wing activity takes place during daylight hours at Audley End. The Audley End Operating Area is delineated by reference to the eastern and southern boundaries of an easily identified forest area defined as the airspace from the surface to 1500 FT AMSL including that portion of the Stansted CTR contained within the following positions:
520009N 0001341E (CTR boundary) then clockwise to 515937N 0001351E - 515926N 0001347E - 515920N 0001329E - 515919N 0001225E (CTR boundary).
b) Intense gliding activity within the Andrewsfield ATZ, a circle, 2 NM radius centred at 515342N 0002657E. Refer to AD 2 EGSL for more details.

c) Microlight activity takes place during daylight hours at Hunsdon Aerodrome and part of the Stansted CTR up to altitude 1000 FT within the area defined by straight lines joining successively the following points:
514927N 0000226E - 515001N 0000415E - 514929N 0000537E - 514705N 0000357E - 514706N 0000157E - 514654N 0000123E - 514824N 0000051W - 514905N 0000030W - 514917N 0000127W - 515041N 0000039W - 514927N 0000226E.

10 FREQUENCY MONITORING CODE (FMC)

a) Due to the high number of controlled airspace infringements, pilots operating in the vicinity of, but intending to remain outside Stansted controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Stansted Radar frequency, 120.625 MHz, are expected to select SSR code 7013.

514111N 0001345W - 514459N 0000624W -
520311N 0000141W - 521109N 0000102W -
521104N 0003242E - 520226N 0004040E -
515246N 0004658E - 513630N 0001545E -
514111N 0001345W.

b) Selection of 7013 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Stansted controlled airspace at all times.
c) Whilst squawking 7013, pilots should be aware that Stansted Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) Pilots operating at adjacent aerodromes such as Cambridge, Duxford, Andrewsfield and Stapleford are to select the most appropriate frequency to their location and Rules of the Air.
e) When a pilot ceases to maintain a listening watch, code 7013 shall be deselected.

EGSS AD 2.23 ADDITIONAL INFORMATION

a) Mode S Barometric Pressure Setting Data

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

EGSS AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSS-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGSS-2-2
A380 GROUND MOVEMENT CHART - ICAO
AD 2.EGSS-2-3
AIRCRAFT DE-ICING PADS - ICAO
AD 2.EGSS-2-4
NOISE PREFERENTIAL ROUTEINGS
AD 2.EGSS-3-1
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS - TRANSPONDER MANDATORY ZONES
AD 2.EGSS-4-1
HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES
AD 2.EGSS-4-3
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSS-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) UTAVA/NUGBO/BKY RWY 22 - ICAO
AD 2.EGSS-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) UTAVA/NUGBO/BKY RWY 04 - ICAO
AD 2.EGSS-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) CLACTON - ICAO
AD 2.EGSS-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) DETLING - ICAO
AD 2.EGSS-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LAMBOURNE 4R 3S - ICAO
AD 2.EGSS-6-5
RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 22 CLN 2E - ICAO

AD 2.EGSS-8-10

EGSS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

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	Wind direction indicators (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**
(EGAE5609) 08/APPROACH 26/ TAKE-OFF	CHIMNEY	550226.65N 0071059.25W	55 FT	28 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	
(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	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.
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 (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08	073.12°	1969 x 45 M	RWY surface: Asphalt, Grooved PCN 58/F/B/W/T	550225.20N 0071031.54W 187.8 FT	THR 21.0 FT TDZ 21.0 FT	
26	253.14°	1969 x 45 M	RWY surface: Asphalt, Grooved PCN 58/F/B/W/T	550242.87N 0070850.06W 187.8 FT	THR 10.5 FT TDZ 10.7 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	966 x 150 M	2089 x 300 M	125 x 90 M -			RWY 08 Threshold displaced by 85 M. OFZ: Yes.
	298 x 150 M	2089 x 300 M	238 x 210 M 89 x 90 M			RWY 26 OFZ: Yes.

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.

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
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		Colour coded 30 M 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		Colour coded 30 M 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: 550229.80N 0070921.61W (LGTD) - 550231.90N 0071014.69W (LGTD) - 550243.17N 0070908.98W.
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: 2000 FT AGL Lower limit: SFC	G	EGLINTON APPROACH English	3000 FT		

EGAE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	EGLINTON APPROACH	123.625 MHz DOC 25 NM/ 10000 FT			See latest NOTAM for current hours.	ATZ hours coincident with Approach hours. VDF 550243.50N 0070916.09W
TWR	EGLINTON TOWER	134.155 MHz DOC 25 NM/ 4000 FT.			See latest NOTAM for current hours.	
ATIS	EGLINTON INFORMATION	119.380 MHz DOC 60 NM/ 20,000 FT.			See latest NOTAM for current hours.	ATIS available by telephone: 028-7125 3131.
OTHER	EGLINTON EMERGENCY	121.500 MHz Emergency Frequency			O/R	
OTHER	EGLINTON FIRE	121.600 MHz 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/LLZ I 2.60°W (2022)	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.
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/LLZ I 2.61°W (2022)	IEGT	108.300 MHz	H24	550221.57N 0071052.31W		(RWY 26) LOC flags may occur when outside 28 left of the centre-line. ILS usable during ATC hours only.
ILS/GP	IEGT	334.100 MHz	H24	550243.17N 0070908.94W		3° ILS Ref Datum Hgt 50 FT. ILS/GP usable during ATC hours only.
DME	IEGN	20X 108.300 MHz	H24	550239.16N 0070943.52W	34 FT	(RWY 08) On AD. Freq paired with LOC I-EGN and I-EGT. Zero range is indicated at THR of Runway 08 and 26. Due to terrain effects the DME is unusable below 3500 FT between 140 and 185 MAG.
DME	IEGT	20X 108.300 MHz	H24	550239.16N 0070943.52W	34 FT	(RWY 26) On AD. Freq paired with LOC I-EGN and I-EGT. Zero range is indicated at THR of Runway 26 and 08. Due to terrain effects the DME is unusable below 3500 FT between 140 and 185 MAG.
NDB (L) 2.60°W (2022)	EGT	328.500 kHz	H24	550243.96N 0070921.71W		On AD. Range 25 NM.

AERODROME CHART - ICAO

LONDONDERRY/EGLINTON EGAE

ARP 550234N 0070943W

AD ELEV 23FT

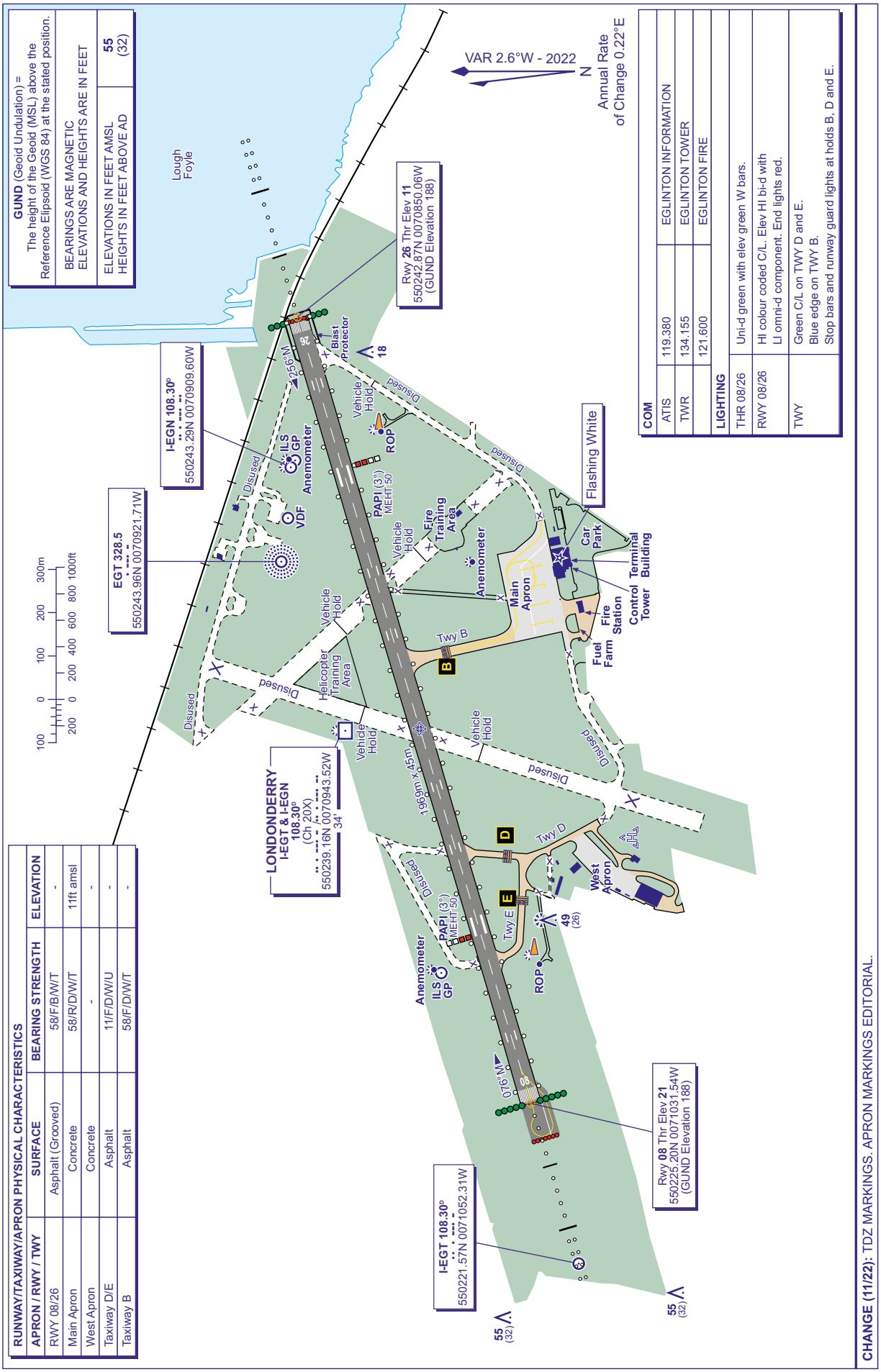
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD

55 (32)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 08/26	Asphalt (Grooved)	58/F/B/W/T	-
Main Apron	Concrete	58/R/D/W/T	11ft amsl
West Apron	Concrete	-	-
Taxiway D/E	Asphalt	11/F/D/W/U	-
Taxiway B	Asphalt	58/F/D/W/T	-



COM		
ATIS	119.380	EGLINTON INFORMATION
TWR	134.155	EGLINTON TOWER
	121.600	EGLINTON FIRE
LIGHTING		
THR 08/26	Uni-d green with elev green W bars.	
RWY 08/26	HI colour coded C/L. Elev HI bi-d with LI omni-d component. End lights red.	
TWY	Green C/L on TWY D and E. Blue edge on TWY B. Stop bars and runway guard lights at holds B, D and E.	

CHANGE (11/22): TDZ MARKINGS. APRON MARKINGS EDITORIAL.

AERO INFO DATE 12 AUG 22

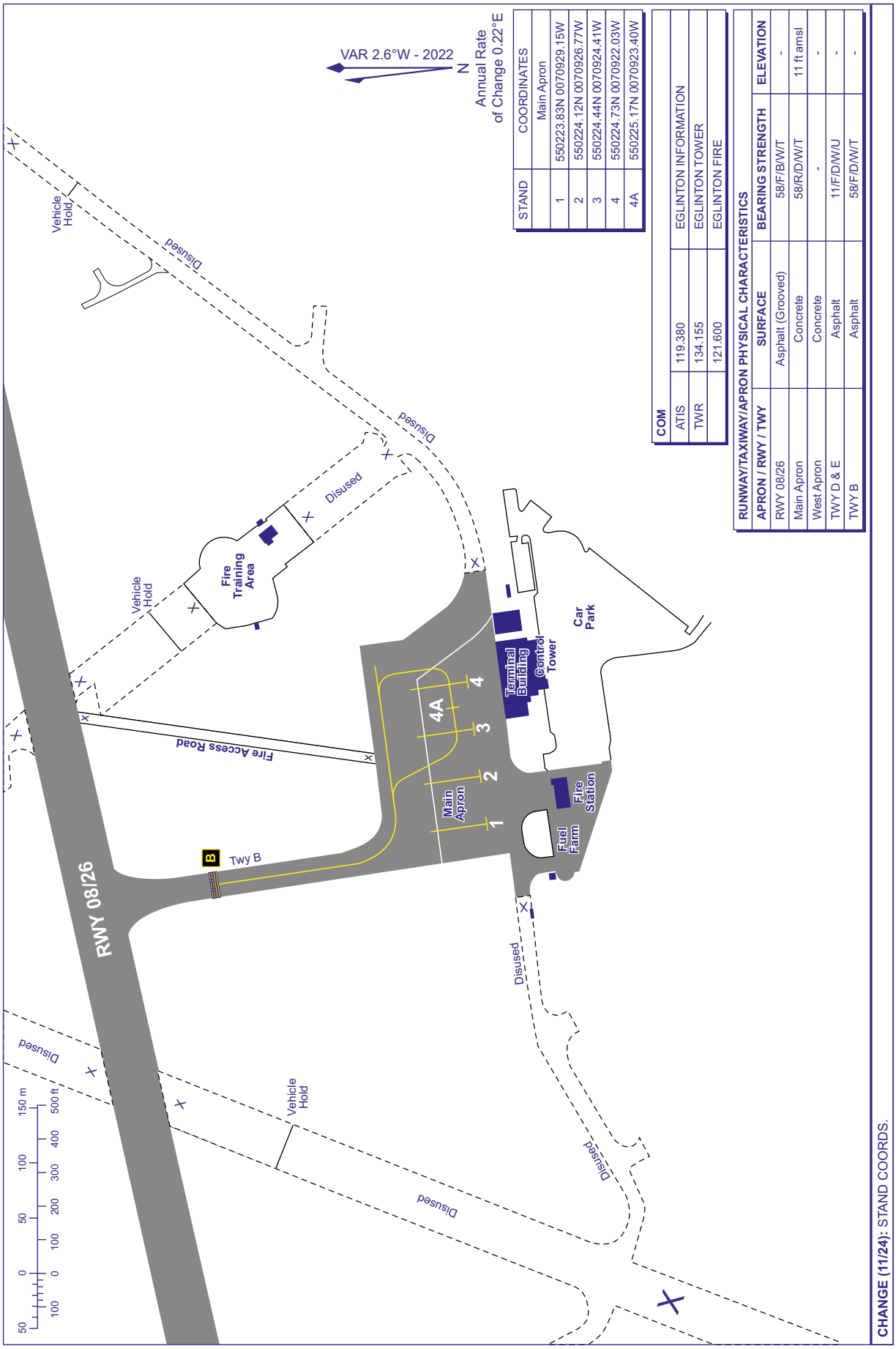
AD 2-EGAE-2-1

LONDONDERRY/EGLINTON EGAE

AD ELEV 23FT

ARP 550234N 0070943W

AIRCRAFT PARKING/DOCKING CHART - ICAO



STAND	COORDINATES
	Main Apron
1	550223.83N 0070929.15W
2	550224.12N 0070926.77W
3	550224.44N 0070924.41W
4	550224.73N 0070922.03W
4A	550225.17N 0070923.40W

COM		
ATIS	119.380	EGLINTON INFORMATION
TWR	134.155	EGLINTON TOWER
	121.600	EGLINTON FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 08/26	Asphalt (Grooved)	58/F/B/W/T	-
Main Apron	Concrete	58/R/D/W/T	11 ft amsl
West Apron	Concrete	-	-
TWY D & E	Asphalt	11/F/D/W/U	-
TWY B	Asphalt	58/F/D/W/T	-

CHANGE (11/24): STAND COORDS.

AERO INFO DATE 19 AUG 24

AD 2-EGAE-2-2

EGMD — LYDD

EGMD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGMD — LYDD

EGMD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505722N Long: 0005620E Mid-point of Runway 03/21
2	Direction and distance from city	1.2 NM NE of Lydd; 12 NM south of Ashford.
3	Elevation / Reference temperature / Mean Low Temperature	13 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	146 FT
5	Magnetic Variation / Annual Change	0.92°E (2022) / 0.19°E
6	AD Administration Address Telephone Telefax AFS E-mail address Web address	LONDON ASHFORD AIRPORT LTD. Lydd Airport, Lydd, Romney Marsh, Kent, TN29 9QL. 01797-322400 (Airport Switchboard) 01797-320881 (ATC) 01797-322422 (MET) 528-2528 (ATOTN) 01797-321964 (ATC) 01797-322419 (Administration) EGMDZTZX info@lydd-airport.co.uk www.lydd-airport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGMD AD 2.3 OPERATIONAL HOURS

1	AD Administration	0830-1900 (0730-1800); extensions by arrangement.
2	Customs and immigration	As AD hours.
3	Health and sanitation	As AD hours.
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AD hours.
7	ATS	As AD hours. See also AD 2.18
8	Fuelling	Available up to 15 minutes before closing.
9	Handling	Available by arrangement through FAL Aviation.
10	Security	H24
11	De-icing	By arrangement through FAL Aviation.
12	Remarks	All movements strictly PPR by telephone to ATC. Caution SAR helicopter and UAS operations may take place when AD is closed. Electronic General Aviation Report may be processed via the Pilot Information section of the Lydd Airport website.

EGMD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with FAL Aviation 01797-322400. Nearest railway siding: Appledore, 6 NM.
2	Fuel and oil types	AVTUR JET A-1 F35 (does not contain AL48), AVTUR JET A-1 F34 (FSII), AVGAS 100LL Castrol AD 80, AD100, S80, S100, Mulitgrade.
3	Fuelling facilities/capacity	AVTUR JET A-1 F34/F35 54,000 LT, mobile capacity 36,000 LT. AVGAS 100LL 54,000 LT, mobile capacity 13,000 LT. No aircraft defuelling services available.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	By arrangement.
6	Repair facilities for visiting aircraft	Yes. Eagle Aero Engineering, Tel: 01797-322490.

7	Remarks	Fuel Type: FSII additive available separately on request. Handling is mandatory for aircraft larger than 4000 KG MTOW. Training or military aircraft may be exempted from this requirement. Handling provided by: FAL Aviation Ltd. Tel: 01797-322400, Fax: 01797-322419 Email: FAL@lydd-airport.co.uk Website: www.lydd-airport.co.uk Ops Frequency: 131.705 MHz, callsign FAL Operations.

EGMD AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity. By arrangement through FAL Aviation.
2	Restaurants	Restaurant and bar in terminal. VIP/Executive catering by arrangement through FAL Aviation.
3	Transportation	Trains, buses, taxis, limousines and car hire. Nearest railway stations: Ashford International and Appledore.
4	Medical facilities	First aid, oxygen therapy, defibrillator, entonox analgesic gas.
5	Bank and Post Office	Post box in terminal.
6	Tourist Office	Local information available in terminal.
7	Remarks	Executive lounge in FAL terminal building.

EGMD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3, 4 or 5 available by arrangement. The aircraft operator shall accept responsibility for ensuring that the Fire Category is appropriate to their particular operation. Occasionally Category 2 may be provided for Category 3 under remission.
2	Rescue equipment	Standard equipment for Category 1 to Category 5.
3	Capability for removal of disabled aircraft	By arrangement with local removal company.
4	Remarks	

EGMD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: ATC Tel: 01797-320881.

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

1	Apron surface and strength	B Surface: Asphalt PCN 46/F/C/X/T C Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway A AND D: 10.5 M Surface: Asphalt Taxiway B AND C: 18 M Surface: Asphalt PCN 46/F/C/X/T
3	Altimeter checkpoint location and elevation	Apron 10 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Charts
6	Remarks	

EGMD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Apron Bravo has 6 self-manoeuvring stands for aircraft up to B737-800 dimensions. Apron Charlie is available to GA aircraft, with apron taxilanes marking out 3 rows. Apron Delta is available to light aircraft as directed by ATC. Marshalling assistance available if required.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 03/21: Runway designation, displaced threshold 21, centre-line, TDZ, fixed distance markings, edge stripes. Taxiway marking aid(s): Yellow centre-line, hatched edge line on Taxiways Bravo and Charlie, holding point markings and boards. Taxiway light(s): Illuminated holding point signs on Taxiways Bravo and Charlie.
3	Stop bars and runway guard lights (if any)	Guard lights at holds Bravo and Charlie.
4	Other runway protection measures	
5	Remarks	WDIs adjacent to touchdown zone for Runways 03 and 21: 505710.54N 0005601.51E (LGTD) - 505735.93N 0005627.55E (LGTD).

EGMD AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(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, only one runway direction available at a time. 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 (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
03	032.71°	1505 x 32 M	RWY surface: Asphalt, Grooved PCN 46/F/C/X/T	505701.75N 0005600.11E 146.0 FT	THR 9.9 FT TDZ 12.4 FT	
21	212.72°	1505 x 32 M	RWY surface: Asphalt, Grooved PCN 46/F/C/X/T	505741.75N 0005640.79E 146.0 FT	THR 12.4 FT TDZ 13.2 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	329 x 180 M	1591 x 280 M	90 x 64 M -			RWY 03
	176 x 180 M	1591 x 280 M	240 x 64 M -			RWY 21 Threshold displaced by 35 M to allow for full RESA. OFZ: Yes.

EGMD AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1470 M	1799 M	1470 M	1470 M	
21	1505 M	1681 M	1505 M	1470 M	

EGMD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Centre-line with one crossbar at 305 M. 427 M Light intensity high	Green Light intensity high Elevated uni-directional	PAPI Left/3° 48 FT 273 M			Elev HI white bi-directional with LI omni-directional component	Red Light intensity high		
21	Coded centre-line with two crossbars at 150 M and 300 M. 430 M Light intensity high	Green Light intensity high Uni-directional with elev HI wingbars	PAPI Left/3.5° 60 FT 322 M			Elev HI white bi-directional with LI omni-directional component Yellow caution zone	Red Light intensity high		

EGMD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 505715.76N 0005602.99E Flashing White - On terminal roof.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 505735.99N 0005628.25E (LGTD) - 505710.04N 0005601.81E (LGTD) - 505710.54N 0005601.51E.
3	TWY edge and centre line lighting	EDGE: Blue reflective edge studs on Taxiway Alpha. Blue edge 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. Caution: Taxiway/apron blue edge lights are situated in grass up to 2 M from the edge of hardstanding.

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: 2000 FT AGL Lower limit: SFC	G	LYDD APPROACH English	6000 FT		

EGMD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LYDD APPROACH	120.705 MHz DOC 25 NM/ 10,000 FT.			0830-1900 (0730-1800); extensions by arrangement.	ATZ hours coincident with APP/TWR hours, but not by arrangement. VDF 505731.18N 0005620.77E
		121.500 MHz Emergency frequency O/R.			0830-1900 (0730-1800); extensions by arrangement.	
TWR	LYDD TOWER	119.380 MHz DOC 25 NM/ 4,000 FT.			When directed by ATC.	
		121.500 MHz Emergency frequency O/R.			When directed by ATC.	
ATIS	LYDD INFORMATION	129.230 MHz DOC 45 NM/ 20,000 FT.			0830-1900 (0730-1800); extensions by arrangement.	
OTHER	LYDD FIRE	121.600 MHz 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/LLZ I 0.92°E (2022)	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 LLZ/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) 0.92°E (2022)	LZD	397.000 kHz	H24	505731.71N 0005621.44E		On AD. Range 20 NM.

AERODROME CHART - ICAO

ARP 505722N 0005620E

AD ELEV 13FT

LYDD
EGMD

RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 03/21	Grooved Asphalt	46/F/C/X/T	-
Apron B	Asphalt	46/F/C/X/T	10 ft amsl
Apron C	Asphalt	-	-
TWY A & D	Asphalt	-	-
TWY B & C	Asphalt	46/F/C/X/T	-

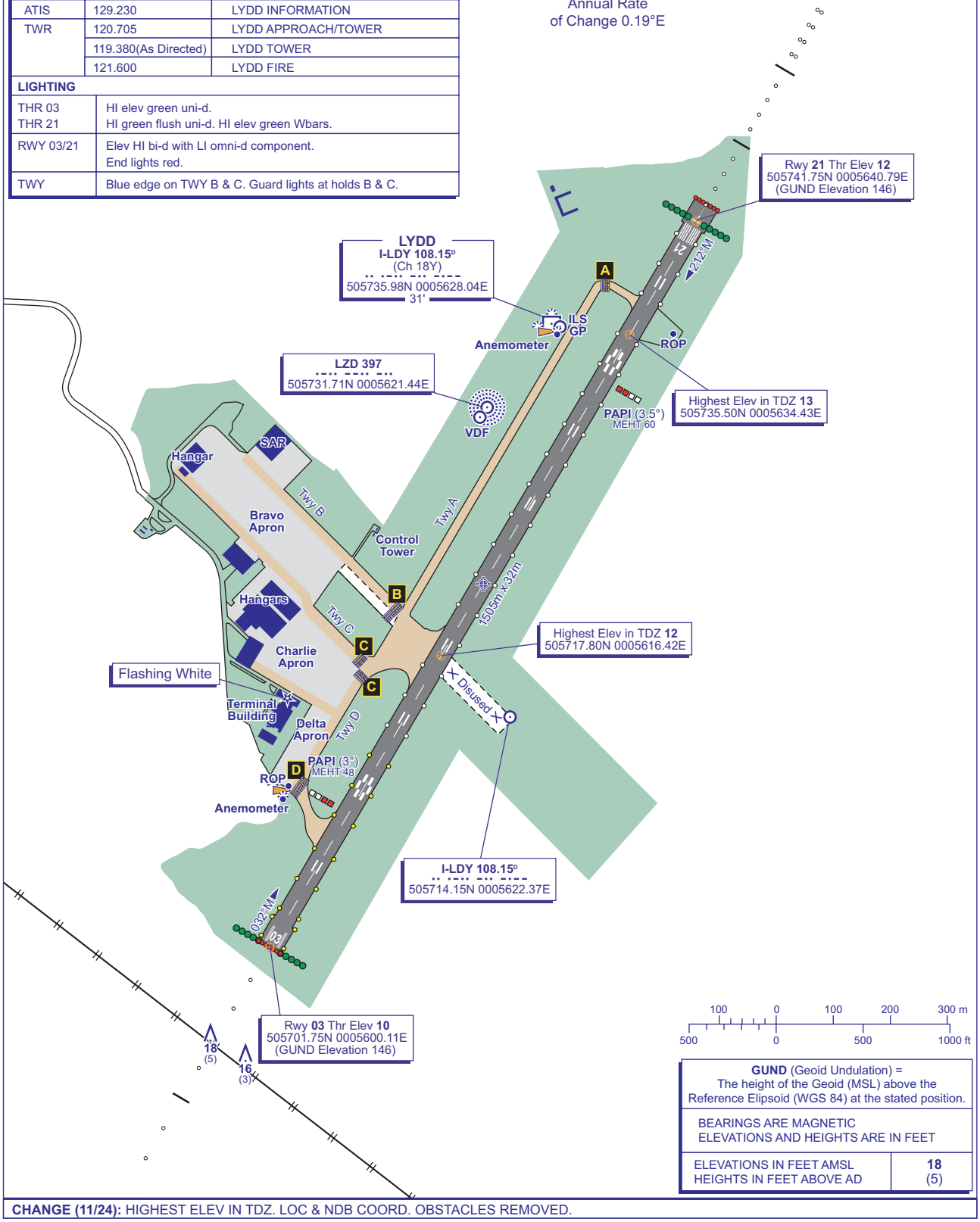
COM		
ATIS	129.230	LYDD INFORMATION
TWR	120.705	LYDD APPROACH/TOWER
	119.380(As Directed)	LYDD TOWER
	121.600	LYDD FIRE

LIGHTING	
THR 03 THR 21	HI elev green uni-d. HI green flush uni-d. HI elev green Wbars.
RWY 03/21	Elev HI bi-d with LI omni-d component. End lights red.
TWY	Blue edge on TWY B & C. Guard lights at holds B & C.

VAR 0.9°E - 2022

N

Annual Rate of Change 0.19°E



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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	18 (5)

CHANGE (11/24): HIGHEST ELEV IN TDZ. LOC & NDB COORD. OBSTACLES REMOVED.

AERO INFO DATE 19 AUG 24

AD 2-EGMD-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 505722N 0005620E

AD ELEV 13FT

LYDD
EGMD

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	46 (33)

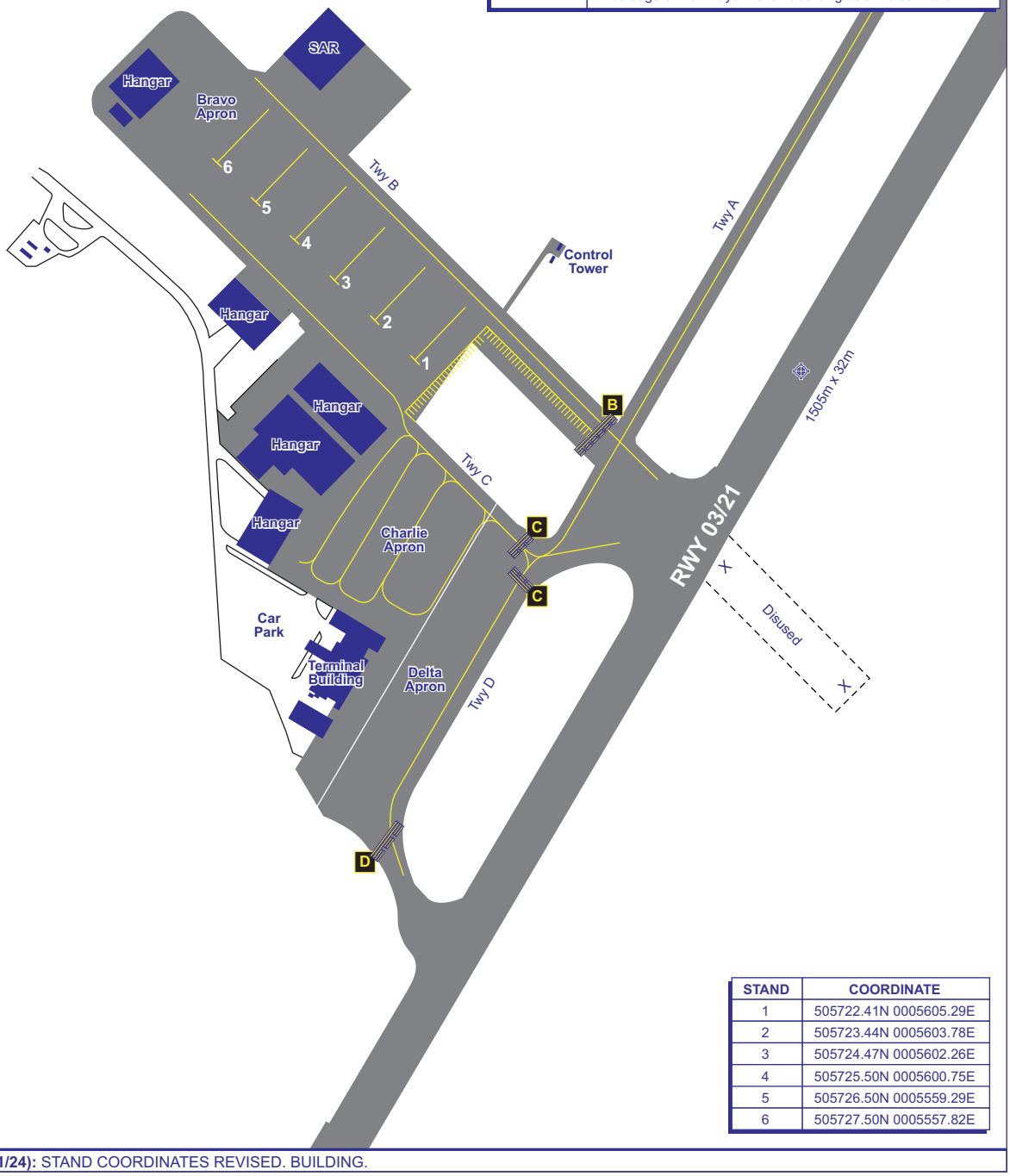
50 0 50 100 150m
100 0 100 200 300 400 500ft

VAR 0.9°E - 2022
N
Annual Rate of Change 0.19°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 03/21	Grooved Asphalt	46/F/C/X/T	-
Apron B	Asphalt	46/F/C/X/T	10ft amsl
Apron C	Asphalt	-	-
Taxiways A & D	Asphalt	-	-
Taxiways B & C	Asphalt	46/F/C/X/T	-

COM		
ATIS	129.230	LYDD INFORMATION
TWR	120.705	LYDD APPROACH/TOWER
	119.380(As Directed)	LYDD TOWER
	121.600	LYDD FIRE

LIGHTING	
THR 03 THR 21	HI elev green uni-d. HI green flush uni-d. HI elev green Wbars.
RWY 03/21	Elev HI bi-d with LI omni-d component. End lights red.
TWY	Blue edge on Taxiways B & C. Guard lights at holds B & C.



STAND	COORDINATE
1	505722.41N 0005605.29E
2	505723.44N 0005603.78E
3	505724.47N 0005602.26E
4	505725.50N 0005600.75E
5	505726.50N 0005559.29E
6	505727.50N 0005557.82E

CHANGE (11/24): STAND COORDINATES REVISED. BUILDING.

AERO INFO DATE 19 AUG 24

AD 2-EGMD-2-2

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/LLZ III 0.41°W (2022)	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/LLZ III 0.42°W (2022)	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) 0.40°W (2022)	NT	352.000 kHz	H24	550301.38N 0013833.65W		Range 40 NM Elev: 257 FT
ILS/DME	INC	52X 111.500 MHz	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 111.500 MHz	H24	550213.02N 0014120.92W	256 FT	(RWY 25) On AD. DME freq paired with ILS I-NC and I-NWC. Zero range is indicated at THR of runway in use for ILS and NDB approaches. DME unlocks may occur outside 25° left of centreline when beyond 17 NM and below 2500 FT.

EGNT AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All flights are at all times subject to PPR. The filing of a flight plan does not constitute permission to use Newcastle International Airport Ltd. Applications for prior permission and runway slots should be addressed as follows:

   i. All requests for slots during office hours 0900-1700 (0800-1600) are to be directed to Airport Coordination Ltd (ACL) Tel: 0161-493 1850, E-mail: manchester@acl-uk.org, SITA: LONACXH;
   ii. Operators of Military, General and Business Aviation aircraft may only operate when permission has been obtained from Samson Aviation (0191-286 4156) in advance of each movement;
   iii. Flight Training Requests should be made to ATC (0191-214 8130).

b) Booking out details should be passed by telephone to ATC (0191-214 8130). Booking out by radio will not be accepted.
c) Aircraft towing banners may not land at or depart from the aerodrome.
d) All aircraft using Newcastle Aerodrome or its facilities are required to have third party liability insurance cover in the sum of at least 1 million pounds. Proof of this insurance should be available for inspection at any time whilst the aircraft is at the aerodrome.
e) Newcastle Aerodrome aprons are a 24 hour mandatory High Visibility Clothing Area. All flight crews are to wear High Visibility clothing for all ramp activities, except when direct bussing to/from aircraft steps and terminal or when walking via delineated passenger walkways.
f) All General Aviation are required to nominate a handling agent, especially prior to filing a flight plan to arrive from outside the UK. Failure to do so will result in the provision of a security escort for which a charge will be levied. The exceptions to the above are as follows:

- Newcastle based operators. In this instance it will be the captain's responsibility to present to the Control Authorities any non-EC national as well as any other person required to be presented in accordance with current UK regulations.
- All visiting General Aviation aircraft, less than 5700 KG MTOW, are strictly subject to PPR and compulsory handling. Pilots must obtain a PPR reference prior to arrival from Samson Aviation (0191-286 4156) indicating the purpose of the visit and parking requirements.

g) Parking outside delineated areas is contrary to the byelaws.
h) Fixed Electrical Ground Power must be used wherever available and serviceable.

2 GROUND MOVEMENT

a) General

i. All requests for clearance, push-back, start-up and taxi should be made directly with ATC (The ATIS shall state the appropriate frequency). Directions issued by ATC should be followed precisely. RTF transmissions must be brief, concise and kept to a minimum.
ii. Outbound aircraft, on first contact with Newcastle ATC, should state aircraft type, stand number, ATIS code letter, QNH received, and then maintain a listening watch at all times.
iii. Clearance is available for departing aircraft no earlier than 20 minutes before EOBT, on the appropriate frequency.
iv. Data link Departure Clearance (DCL):

1. Pre-departure clearance via datalink (ARINC or SITA) is available at Newcastle for suitably equipped aircraft flight planned via GIRLI P18, or BAVDO/ERKIT N110;
2. Requests for DCL should be submitted no earlier than 20 minutes before EOBT.

v. Pilots should only request push back (with tug attached) when they are actually ready to do so and should be in direct communication with the tug crew via a headset person, ATC must be informed if no direct communication with a headset person is available.
vi. Flights subject to CTOT may request to push-back and tow to wait in a remote position/stand, such requests shall be made to ATC upon the appropriate frequency.

b) Ground Movement Restrictions

i. Holding Point D2 is restricted to aircraft with a maximum wingspan of 36 M.
ii. Taxiway E is restricted to aircraft with a maximum wingspan of 17 M, larger aircraft should be towed with caution.
iii. Taxiway F is restricted to aircraft with a maximum wingspan of 27.5 M, aircraft upon the GA Apron with a wingspan greater than 16 M shall park stands 53 or 54, South of stand 53 the maximum wingspan is 16 M, further reducing to 12 M within the West Apron.
iv. Aircraft classified as Code E and higher (with the exception of B787-8) should not use the angled turn offs at TWY B and TWY C (Hold CW) to vacate the runway after landing.

3 CAT II/III OPERATIONS

a) Runways 07 and 25, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
c) In the event of IRVR equipment being unserviceable, reported MET visibility shall be passed.
d) Departing aircraft: ATC shall require departing aircraft to use the following CAT II/III holding points:

Runway 07 A2
Runway 25 D3 or D2 (D2 when instructed by ATC)
Holding Point G although not designated CAT II/III, the holding point is the required 137 M from the runway centre-line.
Occasionally, it may be necessary for other holding points to be used at the discretion of ATC.

e) Arriving aircraft: Appropriate runway exits shall be illuminated. Pilots should select the first convenient exit unless advised by ATC.
f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates.

4 WARNINGS

a) Gliding takes place at Currock Hill gliding site, 8 NM south-west of Newcastle Aerodrome. ATC will advise when active via RTF and/or ATIS.
b) CAT I Localiser fluctuations are likely should the preceding landing aircraft vacate at the end.
c) Vehicular Operations taxiway Echo / Golf, aircraft should exercise caution when taxiing and be mindful of the vehicle crossing point upon taxiway Echo and Golf.
d) The grass verges along the sides of the runway and taxiways are soft in many places. Pilots are to exercise caution when taxiing.
e) When Runway 25 is in use and the wind direction is from 160° through south to 190°, pilots should expect wind disturbance and possible negative gradient.
f) Possible bird activity from nature reserve north of the NT NDB(L), 1.2 NM from Runway 25 touchdown and woodland area North of the aerodrome perimeter abeam the Fire Station.
g) Erosion strip along the edges of the runway (beyond the slot drain) have limited load bearing strength.

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

8 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Newcastle controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Newcastle Radar frequency, 124.380 MHz, are encouraged to select SSR code 3737.

550321N 0010315W - 544746N 0012813W -
544003N 0015830W - 543945N 0021543W -
550313N 0021717W - 552217N 0021300W -
553343N 0012806W.

b) Selection of 3737 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Newcastle controlled airspace at all times.
c) Whilst squawking 3737, pilots should be aware that Newcastle Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 3737 shall be deselected.

EGNT AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNT AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNT-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGNT-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGNT-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNT-5-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 07 GIRLI 1T - ICAO
AD 2.EGNT-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 GIRLI 1Y - ICAO
AD 2.EGNT-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 25 GIRLI 3X - ICAO
AD 2.EGNT-6-3
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 07 GIRLI 1T RWY 25 GIRLI 1Y GIRLI 3X
AD 2.EGNT-6-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) POL 1N RIMTO 1N - ICAO
AD 2.EGNT-7-1
RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 07/25 ETSES 1J 1K - ICAO
AD 2.EGNT-7-2
STANDARD INSTRUMENT ARRIVAL CODING TABLES POL 1N RIMTO 1N
AD 2.EGNT-7-3
RNAV HOLD CODING TABLES ETSES
AD 2.EGNT-7-4
TRANSITION CODING TABLES ETSES 1J 1K
AD 2.EGNT-7-5
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 07 - ICAO
AD 2.EGNT-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 07 - ICAO
AD 2.EGNT-8-2
INSTRUMENT APPROACH CHART RNP RWY 07 - ICAO
AD 2.EGNT-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 07 - ICAO
AD 2.EGNT-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 25 - ICAO

EGNT AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

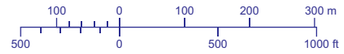
NEWCASTLE
EGNT

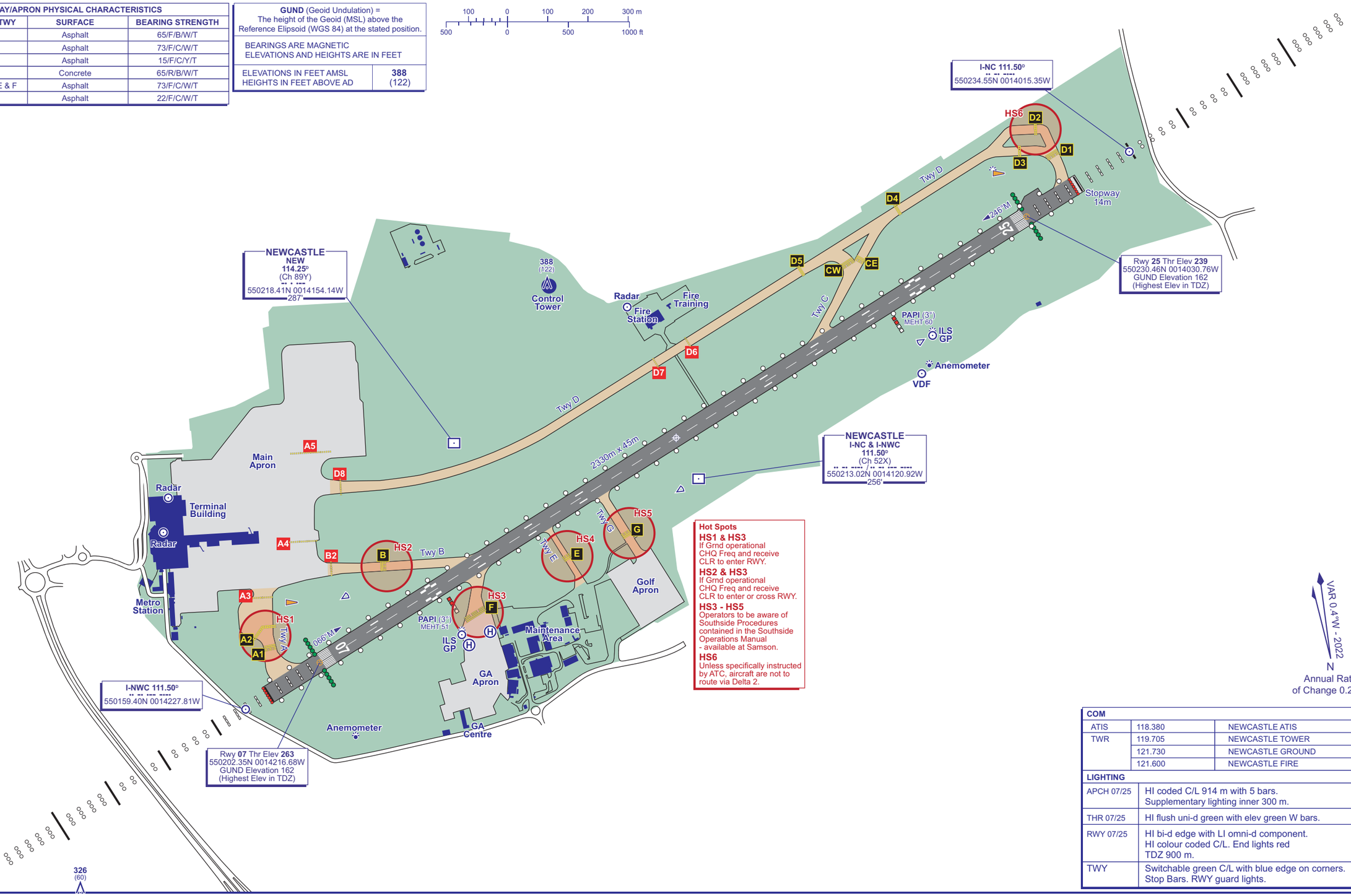
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**
RWY 07/25	Asphalt	65/F/B/W/T
Main Apron	Asphalt	73/F/C/W/T
GA Apron	Asphalt	15/F/C/Y/T
Golf Apron	Concrete	65/R/B/W/T
TWY A, B, C, D, E & F	Asphalt	73/F/C/W/T
TWY G	Asphalt	22/F/C/W/T

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

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**388** (122)





Hot Spots

HS1 & HS3
If Grnd operational CHQ Freq and receive CLR to enter RWY.

HS2 & HS3
If Grnd operational CHQ Freq and receive CLR to enter or cross RWY.

HS3 - HS5
Operators to be aware of Southside Procedures contained in the Southside Operations Manual - available at Samson.

HS6
Unless specifically instructed by ATC, aircraft are not to route via Delta 2.

COM		
ATIS	118.380	NEWCASTLE ATIS
TWR	119.705	NEWCASTLE TOWER
	121.730	NEWCASTLE GROUND
	121.600	NEWCASTLE FIRE

LIGHTING	
APCH 07/25	HI coded C/L 914 m 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 (5/24): TWO LUMINARIES REMOVED FROM RWY 07 APPROACH LIGHTING APPROX 510 METER FROM THR.

AERO INFO DATE 11 MAR 24

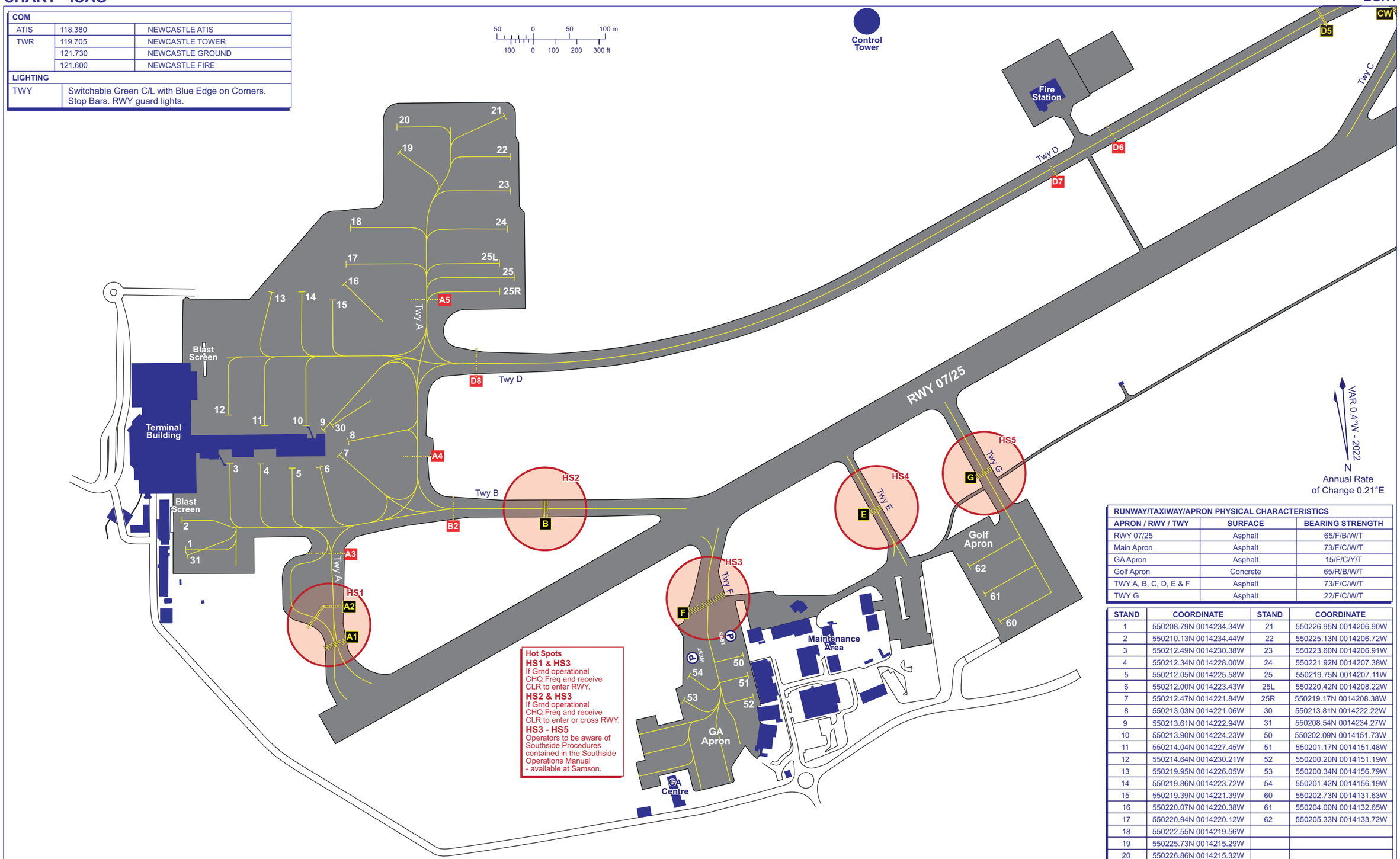
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 550217N 0014123W

AD ELEV 266FT

NEWCASTLE
EGNT

COM		
ATIS	118.380	NEWCASTLE ATIS
TWR	119.705	NEWCASTLE TOWER
	121.730	NEWCASTLE GROUND
	121.600	NEWCASTLE FIRE
LIGHTING		
TWY	Switchable Green C/L with Blue Edge on Corners. Stop Bars. RWY guard lights.	



Hot Spots

HS1 & HS3
If Grnd operational CHQ Freq and receive CLR to enter RWY.

HS2 & HS3
If Grnd operational CHQ Freq and receive CLR to enter or cross RWY.

HS3 - HS5
Operators to be aware of Southside Procedures contained in the Southside Operations Manual - available at Samson.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**
RWY 07/25	Asphalt	65/F/B/W/T
Main Apron	Asphalt	73/F/C/W/T
GA Apron	Asphalt	15/F/C/Y/T
Golf Apron	Concrete	65/R/B/W/T
TWY A, B, C, D, E & F	Asphalt	73/F/C/W/T
TWY G	Asphalt	22/F/C/W/T

STAND	COORDINATE	STAND	COORDINATE
1	550208.79N 0014234.34W	21	550226.95N 0014206.90W
2	550210.13N 0014234.44W	22	550225.13N 0014206.72W
3	550212.49N 0014230.38W	23	550223.60N 0014206.91W
4	550212.34N 0014228.00W	24	550221.92N 0014207.38W
5	550212.05N 0014225.58W	25	550219.75N 0014207.11W
6	550212.00N 0014223.43W	25L	550220.42N 0014208.22W
7	550212.47N 0014221.84W	25R	550219.17N 0014208.38W
8	550213.03N 0014221.06W	30	550213.81N 0014222.22W
9	550213.61N 0014222.94W	31	550208.54N 0014234.27W
10	550213.90N 0014224.23W	50	550202.09N 0014151.73W
11	550214.04N 0014227.45W	51	550201.17N 0014151.48W
12	550214.64N 0014230.21W	52	550200.20N 0014151.19W
13	550219.95N 0014226.05W	53	550200.34N 0014156.79W
14	550219.86N 0014223.72W	54	550201.42N 0014156.19W
15	550219.39N 0014221.39W	60	550202.73N 0014131.63W
16	550220.07N 0014220.38W	61	550204.00N 0014132.65W
17	550220.94N 0014220.12W	62	550205.33N 0014133.72W
18	550222.55N 0014219.56W		
19	550225.73N 0014215.29W		
20	550226.86N 0014215.32W		

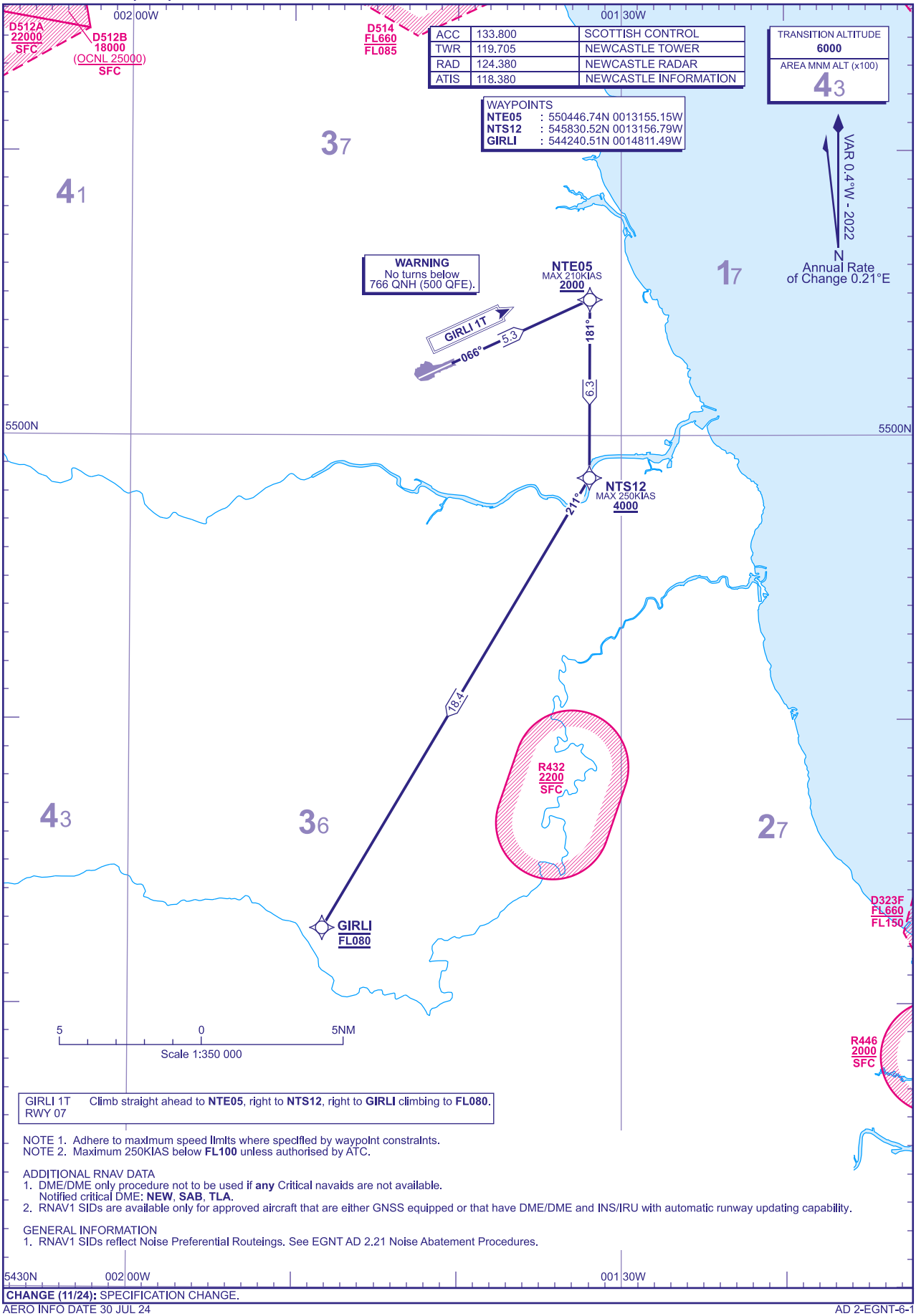
CHANGE (5/24): EDITORIAL.

AERO INFO DATE 26 FEB 24

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

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

NEWCASTLE
RWY 07
GIRLI 1T



NOTE 1. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 2. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure not to be used if **any** Critical navaids are not available.
   Notified critical DME: **NEW**, **SAB**, **TLA**.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGNT AD 2.21 Noise Abatement Procedures.

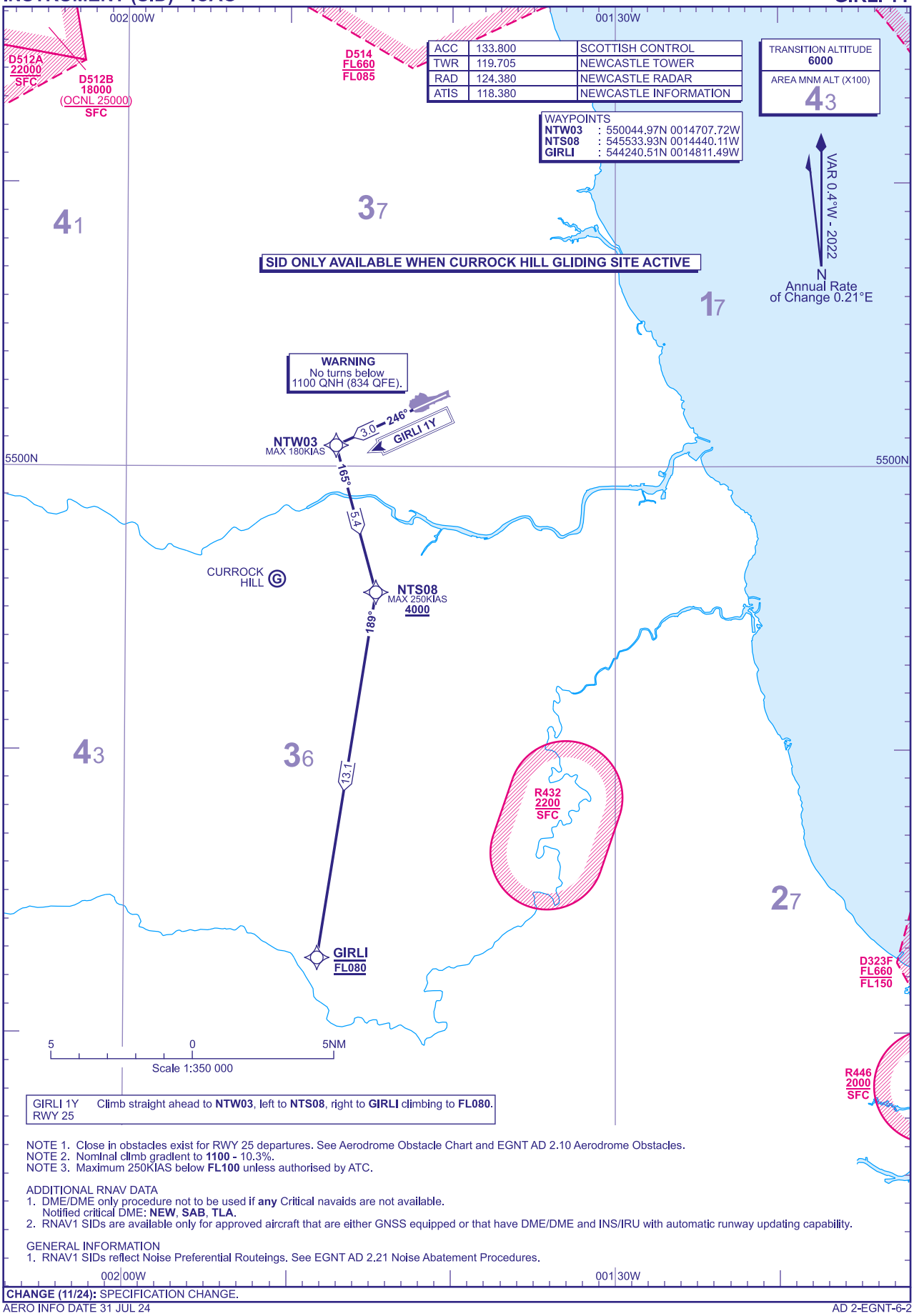
CHANGE (11/24): SPECIFICATION CHANGE.

AERO INFO DATE 30 JUL 24
AD 2-EGNT-6-1

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

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

NEWCASTLE
RWY 25
GIRLI 1Y



NOTE 1. Close in obstacles exist for RWY 25 departures. See Aerodrome Obstacle Chart and EGNT AD 2.10 Aerodrome Obstacles.
NOTE 2. Nominal climb gradient to **1100** - 10.3%.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure not to be used if **any** Critical navaids are not available.
   Notified critical DME: **NEW**, **SAB**, **TLA**.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGNT AD 2.21 Noise Abatement Procedures.

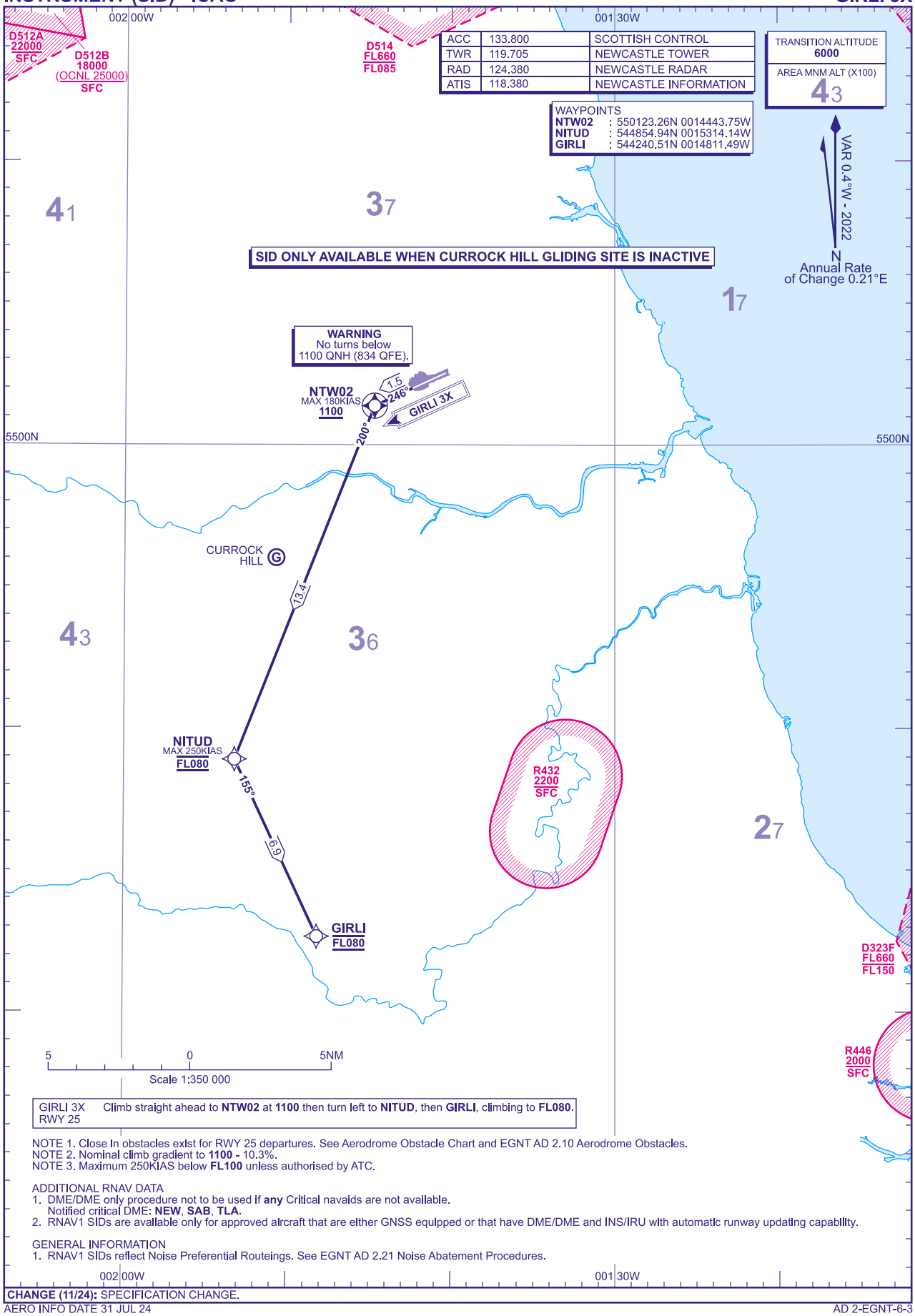
CHANGE (11/24): SPECIFICATION CHANGE.

AERO INFO DATE 31 JUL 24
AD 2-EGNT-6-2

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

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

NEWCASTLE
RWY 25
GIRLI 3X



GIRLI 3X RWY 25 — Climb straight ahead to **NTW02** at **1100** then turn left to **NITUD**, then **GIRLI**, climbing to **FL080**.

NOTE 1. Close In obstacles exist for RWY 25 departures. See Aerodrome Obstacle Chart and EGNT AD 2.10 Aerodrome Obstacles.
NOTE 2. Nominal climb gradient to **1100** - 10.3%.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure not to be used if **any** Critical navaids are not available.
   Notified critical DME: **NEW**, **SAB**, **TLA**.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGNT AD 2.21 Noise Abatement Procedures.

CHANGE (11/24): SPECIFICATION CHANGE.

AERO INFO DATE 31 JUL 24

I

Standard Instrument Departure Coding Tables

NEWCASTLE Runway 07 GIRLI 1T

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
GIRLI1T	001	CF	NTE05	550446.74N 0013155.15W	N	066° (065.2°)	-0.4	5.3	-	+2000	-210	RNAV1
GIRLI1T	002	TF	NTS12	545830.52N 0013156.79W	N	181° (180.1°)	-0.4	6.3	RIGHT	+4000	-250	RNAV1
GIRLI1T	003	TF	GIRLI	544240.51N 0014811.49W	N	211° (210.7°)	-0.4	18.4	RIGHT	FL080	-	RNAV1

NEWCASTLE Runway 25 GIRLI 1Y

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
GIRLI1Y	001	CA	-	-	-	246° (245.2°)	-0.4	-	-	+1100	-	RNAV1
GIRLI1Y	002	DF	NTW03	550044.97N 0014707.72W	N	-	-0.4	3.0	LEFT	-	-180	RNAV1
GIRLI1Y	003	TF	NTS08	545533.93N 0014440.11W	N	165° (164.9°)	-0.4	5.4	RIGHT	+4000	-250	RNAV1
GIRLI1Y	004	TF	GIRLI	544240.51N 0014811.49W	N	189° (189.0°)	-0.4	13.1	-	FL080	-	RNAV1

NEWCASTLE Runway 25 GIRLI 3X

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
GIRLI3X	001	CF	NTW02	550123.26N 0014443.75W	Y	246° (245.2°)	-0.4	1.5	LEFT	+1100	-180	RNAV1
GIRLI3X	002	CF	NITUD	544854.94N 0015314.14W	N	200° (199.6°)	-0.4	13.4	LEFT	FL080	-250	RNAV1
GIRLI3X	003	TF	GIRLI	544240.51N 0014811.49W	N	155° (154.9°)	-0.4	6.9	-	FL080	-	RNAV1

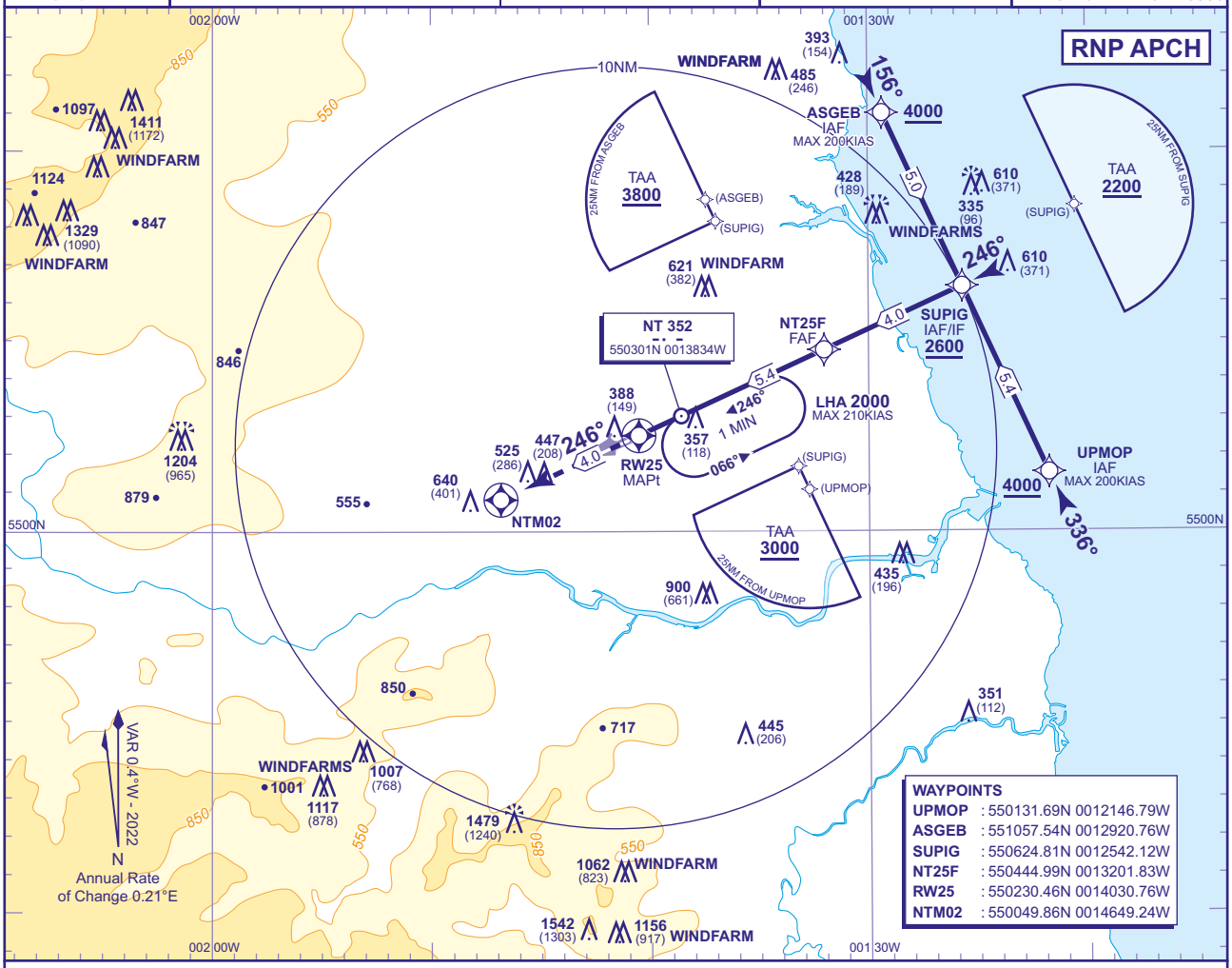
CHANGE (11/24): SPECIFICATION CHANGE.
AERO INFO DATE 01 AUG 24

INSTRUMENT APPROACH CHART - ICAO

NEWCASTLE
RNP
RWY 25
(ACFT CAT A,B,C,D)

3₆ MSA 25NM ARP	APP	124.380	NEWCASTLE APPROACH	AD ELEVATION	266
	TWR	119.705	NEWCASTLE TOWER	THR ELEVATION	239
		121.730	NEWCASTLE GROUND	OBSTACLE ELEVATION 1542 AMSL (1303) (ABOVE THR)	
	RAD	124.380, 125.830	NEWCASTLE RADAR		
	ATIS	118.380	NEWCASTLE ATIS	BEARINGS ARE MAGNETIC	

MIN TEMP -15°C
TRANSITION ALTITUDE 6000



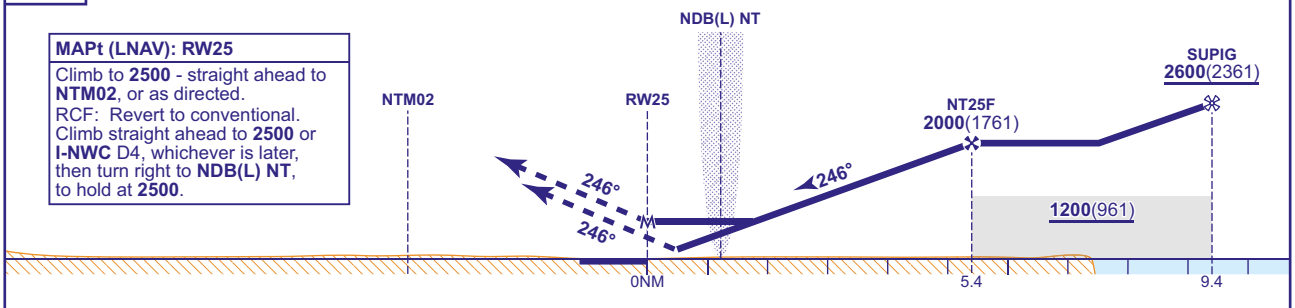
RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT /NM

NM to RW25	5	4	3	2	1
ALT(HGT)	**1880**(1641)	**1560**(1321)	**1250**(1011)	**930**(691)	**610**(371)

TCH 51

MAPt (LNAV): RW25

Climb to **2500** - straight ahead to **NTM02**, or as directed.
RCF: Revert to conventional. Climb straight ahead to **2500** or **I-NWC** D4, whichever is later, then turn right to **NDB(L) NT**, to hold at **2500**.



Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**490**(251)	**490**(251)	**540**(301)	**550**(311)
	LNAV	**610**(371)	**610**(371)	**610**(371)	**610**(371)
VM(C)OCA (OCH AAL)	Total Area	**750**(484)	**840**(574)	**1040**(774)	**1040**(774)

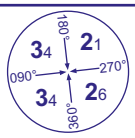
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

CHANGE (7/24): MAG VAR. MAG TRACKS. NEW DME RCF DISTANCE REMOVED. VM(C)OCA (OCH AAL) B MINIMA REVISED.

AERO INFO DATE 17 APR 24

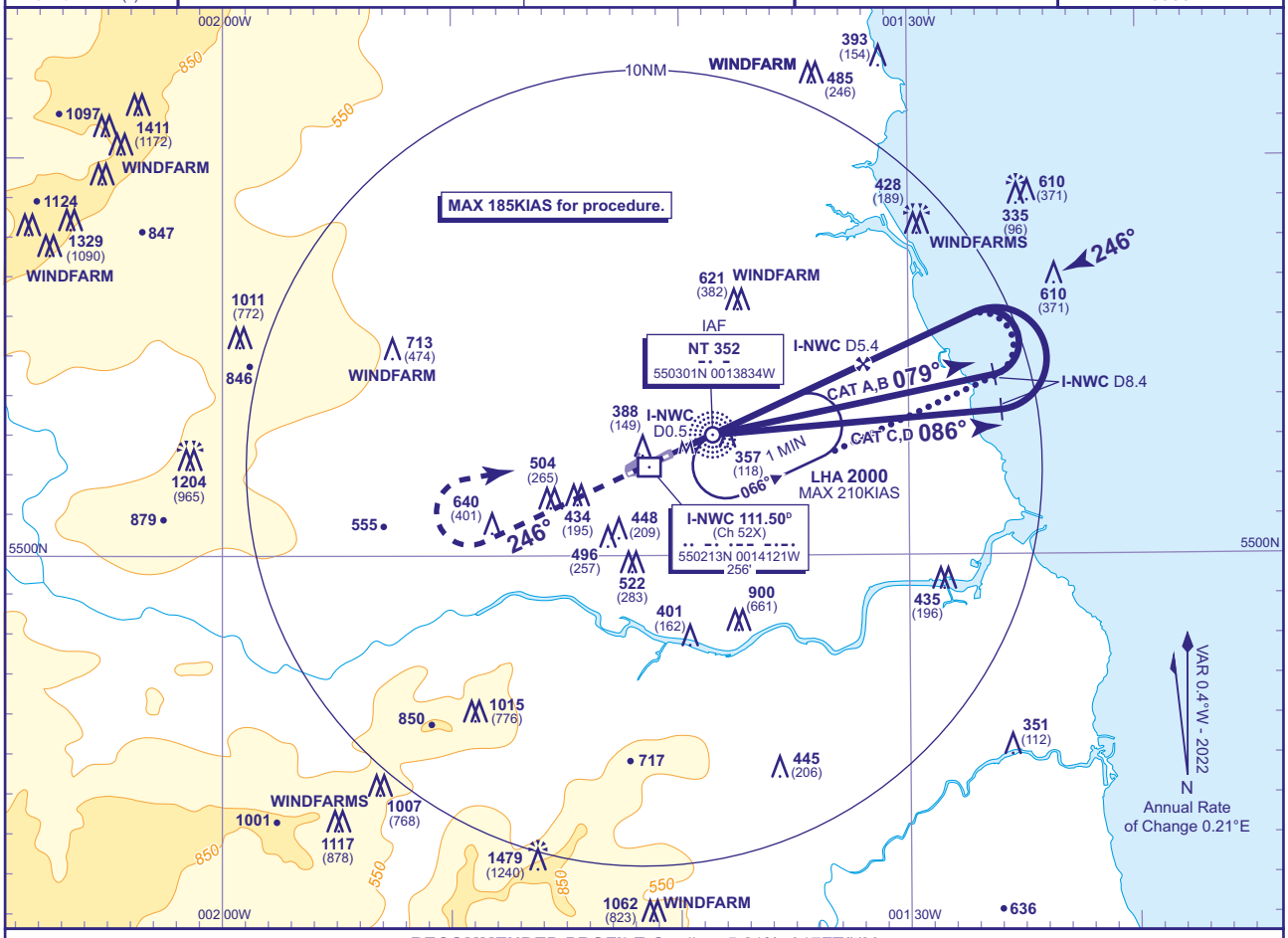
INSTRUMENT APPROACH CHART - ICAO

NEWCASTLE NDB(L)/DME RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NT

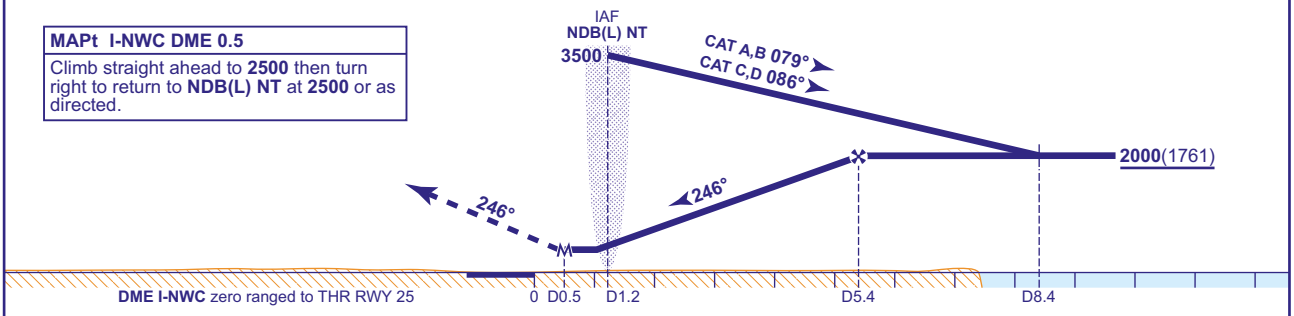
APP	124.380	NEWCASTLE APPROACH	AD ELEVATION	**266**	TRANSITION ALTITUDE **6000**
TWR	119.705	NEWCASTLE TOWER	THR ELEVATION	**239**	
	121.730	NEWCASTLE GROUND	OBSTACLE ELEVATION **1479 AMSL** (1240) (ABOVE THR)		
RAD	124.380, 125.830	NEWCASTLE RADAR			
ATIS	118.380	NEWCASTLE ATIS	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.21%, 317FT/NM

DME I-NWC	5	4	3	2
ALT(HGT)	**1870**(1631)	**1560**(1321)	**1240**(1001)	**920**(681)

MAPt I-NWC DME 0.5
Climb straight ahead to **2500** then turn right to return to **NDB(L) NT** at **2500** or as directed.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**620**(381)	**620**(381)	**620**(381)	**620**(381)
VM(C)OCA (OCH AAL)	**Total Area**	**750**(484)	**840**(574)	**1070**(804)	**1070**(804)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	840	740	630	530	420

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend outbound leg of holding pattern descending to **2000**(1761). At I-NWC D8.4 turn left to intercept the FAT then continue as for main procedure.

NOTE 1 Lowest altitude to commence procedure from hold after missed approach is **2500**.
2 Aircraft will normally be required to hold not lower than **3500**.

CHANGE (11/24): SDF TEXT REMOVED FROM NDB NT.

AERO INFO DATE 09 AUG 24 AD 2-EGNT-8-8

		Taxiway CHARLIE SOUTH: 23 M Surface: Asphalt PCN 36/F/B/W/T PCN Value relevant South of Twy ALPHA. Taxiway DELTA W OF ECHO: 23 M Surface: Asphalt PCN 104/F/B/W/T Taxiway ECHO: 23 M Surface: Asphalt PCN 23/F/C/X/T Taxiway GOLF: 40 M Surface: Asphalt PCN 26/F/B/W/T Taxiway HOTEL: 18 M Surface: Asphalt PCN 117/F/A/W/T
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. 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, B2, C2, D4, E2, G1 and H1. Also vehicle crossing V(North) and V(South). Runway guard lights at A1, A4, 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

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**
(EGHQ4386) 12/APPROACH 30/ TAKE-OFF	FENCE	502651.99N 0050058.49W	314 FT	8 FT	No	
EGHQ5502) 30/APPROACH 12/ TAKE-OFF	TREE	502606.74N 0045831.89W	426 FT	37 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**
(EGHQ4278) 30/APPROACH 12/ TAKE-OFF	TREE	502606.49N 0045833.76W	417 FT	27 FT	No	
(EGHQ4843) 30/APPROACH 12/ TAKE-OFF	TREE	502605.70N 0045825.84W	430 FT	43 FT	No	
(EGHQ2907) 30/APPROACH 12/ TAKE-OFF	LLZ 30 FFM	502600.97N 0045834.82W	413 FT	23 FT	No	
(EGHQ2139) 30/APPROACH 12/ TAKE-OFF	PYLON	502318.00N 0044852.26W	926 FT	86 FT	No	
(EGHQ2138) 30/APPROACH 12/ TAKE-OFF	PYLON	502311.29N 0044839.89W	1030 FT	116 FT	No	
(EGHQ5095) 30/APPROACH 12/ TAKE-OFF	MAST	502255.54N 0044934.64W	1286 FT	304 FT	Yes Red	
(EGHQ4337) 30/APPROACH 12/ TAKE-OFF	WIND TURBINE	502236.95N 0044820.35W	1105 FT	245 FT	No	
30/APPROACH 12/TAKE-OFF	CLAY SPOIL	502221.03N 0044913.95W	1094 FT		No	
(EGHQ5098) 30/APPROACH 12/ TAKE-OFF	MAST	502210.22N 0044929.37W	1193 FT	105 FT	Yes Red	
(EGHQ4673) 30/APPROACH 12/ TAKE-OFF	WIND TURBINE	502136.36N 0044949.30W	970 FT	256 FT	No	
(EGHQ4333) 30/APPROACH 12/ TAKE-OFF	WIND TURBINE	502125.80N 0044844.00W	1083 FT	202 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**
(EGHQ4358)	WIND TURBINE	502853.76N 0045148.00W	978 FT	325 FT	No	
(EGHQ5545)	MAST LC	502828.20N 0045956.35W	530 FT	218 FT	Yes Red	
(EGHQ3815)	WIND TURBINE	502804.14N 0050036.29W	402 FT	112 FT	Yes Red	
(EGHQ4327)	WIND TURBINE	502747.14N 0045723.98W	830 FT	327 FT	Yes Red	
(EGHQ4329)	WIND TURBINE	502745.98N 0045738.70W	842 FT	328 FT	Yes Red	
(EGHQ3816)	WIND TURBINE	502734.02N 0045616.69W	605 FT	111 FT	No	
(EGHQ4365)	WIND TURBINE	502659.73N 0045543.64W	480 FT	73 FT	No	
(EGHQ2319)	MAST	502647.57N 0045611.04W	464 FT	60 FT	No	
(EGHQ4204)	WIND TURBINE	502525.88N 0044902.79W	837 FT	322 FT	Yes Red	
(EGHQ5085)	MAST	502405.65N 0045908.88W	458 FT	60 FT	Yes Red	
	CLAY SPOIL	502317.30N 0045043.70W	908 FT		No	
(EGHQ2103)	PYLON	502314.95N 0045534.70W	823 FT	160 FT	No	
	CLAY SPOIL	502301.47N 0044936.47W	1045 FT		No	
(EGHQ4341)	CHIMNEY	502242.52N 0045331.58W	870 FT	391 FT	Yes Red	
(EGHQ3867)	WIND TURBINE	502058.83N 0050145.58W	789 FT	331 FT	Yes Red	

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 (PCN)	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. PCN 62/F/B/W/T	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. PCN 62/F/B/W/T	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	2804 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	2804 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 and Echo Aprons. GA Apron floodlighting by prior arrangement.

EGHQ AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

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: 2000 FT AGL Lower limit: SFC	G	NEWQUAY APPROACH English	3000 FT		

EGHQ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	NEWQUAY APPROACH	133.405 MHz DOC 60 NM/ 20,000 FT.			Mon-Fri 0645-2100 (0545-2000); Sat 0645-2000 (0545-1900); Sun 0730-2100 (0630-2000). All other times by arrangement.	ATZ hours coincident with Approach hours.
TWR	NEWQUAY GROUND	121.955 MHz			Only when directed by ATC or by prior arrangement.	
	NEWQUAY TOWER	134.380 MHz DOC 40 NM/ 10,000 FT.			Mon-Fri 0645-2100 (0545-2000); Sat 0645-2000 (0545-1900); Sun 0730-2100 (0630-2000). All other times by arrangement.	
RADAR	NEWQUAY RADAR	127.930 MHz DOC 60 NM/ 20,000 FT.			Only when directed by ATC or by prior arrangement.	
ATIS	NEWQUAY INFORMATION	127.405 MHz DOC 60 NM/ 24,500 FT.			As directed by ATC and by arrangement.	
OTHER	NEWQUAY EMERGENCY	121.500 MHz Emergency frequency.			O/R Not continuously monitored.	
OTHER	NEWQUAY FIRE	121.600 MHz Non-ATS frequency.			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/LLZ I 1.05°W (2022)	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/LLZ III 1.06°W (2022)	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.

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) 1.05°W (2022)	NQY	347.000 kHz	HO	502633.16N 0045948.03W		Range 50 NM.
ILS/DME	INEW	42X 110.500 MHz	HO	502632.30N 0045947.01W	365 FT	(RWY 12) On AD. Frequency paired with ILS I-NEW and I-NWQ. Zero range indicated at THR of Runway 12 and 30. DOC 25 NM/10,000 FT. DME error of up to 0.5 NM may occur in the sector 065-075M at or below 3000 FT to range 15 NM.
ILS/DME	INWQ	42X 110.500 MHz	HO	502632.30N 0045947.01W	365 FT	(RWY 30) On AD. Frequency paired with ILS I-NEW and I-NWQ. Zero range indicated at THR of Runway 12 and 30. DOC 25 NM/10,000 FT. DME error of up to 0.5 NM may occur in the sector 065-075M at or below 3000 FT to range 15 NM. On final approach RWY 30, DME not usable below 3000 FT outside 19 NM.

EGHQ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All persons on the manoeuvring and apron areas at Newquay Airport must wear high visibility clothing at all times. Passengers not wearing high visibility clothing must be escorted by personnel wearing the required clothing.

2 GROUND MOVEMENT

a) General Aviation light aircraft 3000 KG MTOW or less, not requiring executive handling will self position on the General Aviation parking area southeast of the control tower. Parking at night will be under ground crew guidance.
b) All aircraft parking on Stands 18-24 and Echo Apron are to follow ground crew guidance.
c) Due to slopes on Echo Apron aircraft Code D and above must shut down on the apron taxi track and be towed to a parking position. Other aircraft will be directed to a parking position by ground crew guidance.
d) All aircraft parked on Echo must be chocked before the crew leave the aircraft.
e) Unless otherwise instructed by ATC: Pilots entering the Golf Apron are to follow the left hand fork. Pilots leaving the Golf Apron are to route via G1.

3 CAT II/III OPERATIONS

a) Runway 30 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 (LVP)) will be applied. Pilots will be informed when these procedures are in operation by RTF and/or ATIS automatic broadcast.
c) Category II/III Holding Points are A2, B2, C2, A3 and E2 only. Red stopbars and amber/green coded centre-line lights are switched on for runway protection and guidance.
d) Special procedures will be applied to aircraft taxiing via D4, G1 and H1.

4 WARNINGS

a) Light aircraft should be aware of the elevated runway edge lights and PAPI for Runway 12/30.
b) Pilots are advised that bird concentrations may be present in agricultural areas on approaches to runways. Deterrent measures within the airport boundary are carried out by a Bird Control Unit and pilots may be requested by ATC to delay departure or arrival if bird concentrations within the BCU's area of control prove difficult to disperse.
c) Pilots are warned of the possibility of terrain induced turbulence and wind shear effects when landing on Runway 12 or 30.
d) From its junction with Taxiway Charlie to 650 M short of holding point Alpha 3, Taxiway Alpha exceeds the required transverse and longitudinal slopes. Advisory warning signs are positioned at the beginning and end of the up and down slope. Pilots are to exercise caution in this area especially in conditions of surface contamination or when following other aircraft.
e) Aircraft on instrument approach to Runway 30 or climb out from Runway 12 may experience a smell of burning due to a waste incinerator to the south of the FAT.
f) Overall runway longitudinal slope 1.17%. Maximum variation 1.3% located 1200 M from start of Rwy 30 TORA.

g) Runway 30 sight distance 841 M from runway end or 541 M from 30 threshold.
h) Taxiway Delta from Echo to Runway 30 threshold not suitable for use by aircraft.
i) Due to 24 hour SAR helicopter operations ILS I-NWQ and ILS I-NEW are not to be used without positive clearance from Newquay ATC.
j) Instrument approaches to Runway 12 require approximately 20 NM flight over water. Pilots of single engine aircraft are advised to carry appropriate safety equipment.

5 HELICOPTER OPERATIONS

a) Light helicopters may operate direct to their indicated landing position. The route to the landing position MUST avoid overflying the Terminal, terminal car parks, Carnanton House and RAF St Mawgan domestic site.
b) Helicopters are not to cross the runway or enter the runway strip (150 M either side of runway centre-line), without positive ATC clearance.
c) Heavy helicopters (SK61, Puma/Tiger etc) will be integrated into the fixed wing circuit and approach to the runway. After landing heavy helicopters may request ground or air taxi subject to landing gear fitted via the taxiways to their parking position.
d) Marked helicopter landing spots are for use by authorised operators only, unless specifically directed by ATC.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

a) Training by jet aircraft or aircraft of more than 17,000 KG MTOW not accepted on UK Public Holidays.
b) Military training approach requests to be directed to Weston Aviation, Tel: 01637-860551. For other military operation requests contact Newquay Operations, Tel: 01637-861055.

EGHQ AD 2.21 NOISE ABATEMENT PROCEDURES

a) **Departures**

i. Runway 30: Aircraft less than 5700 kg MTOW: Climb straight ahead until above 1000 ft aal before turning on track. Avoid overflying Newquay Town or any built up area as much as possible. Instructions for an earlier turn may be given by ATC if traffic or weather conditions dictate.

Aircraft 5700 kg or more: Climb straight ahead until above 2000 ft agl or across the coast before turning on track.

ii. Runway 12: Aircraft less than 5700 kg MTOW: Climb straight ahead until above 1000 ft aal before turning on track. Avoid overflying Newquay Town or any built up area as much as possible. Instructions for an earlier turn may be given by ATC if traffic or weather conditions dictate.

Aircraft 5700 kg or more: Climb straight ahead until above 2000 ft aal.

b) **Arrivals**

i. Jet aircraft must not join the final approach track to either runway at a height of less than 1500 ft agl, except that jet aircraft carrying out visual circuit training may descend from 1500 ft agl on base leg and join the final approach track not less than 1000 ft aal.
ii. Propeller driven aircraft of more than 5700 kg MTWA must not join the final approach track to any runway at a height of less than 1000 ft aal.
iii. Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the height specified above before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in it being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.

EGHQ 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 PROCEDURES FOR INBOUND AIRCRAFT

a) Recommended routes from the Airways System. Aircraft above FL 100 are recommended to contact Western Radar.

Approach from	Via	Route
Northeast	N92	EXMOR - NQY
East	L620	DAWLY - NQY

Approach from	Via	Route
Southeast	N864	BHD - NQY
West		LND - NQY
Southwest		DCT - NQY

b) Inbound aircraft from other than Airways System

i. Aircraft inbound to Newquay from the London FIR may route direct towards the aerodrome. To avoid any commercial traffic it is recommended that an initial call be made 10 minutes before ETA, or at least 10 NM from the aerodrome
ii. Traffic inbound from Bodmin, Truro and Perranporth aerodromes are to call before setting heading towards Newquay.
iii. Inbound aircraft to contact Newquay Approach on 133.405 MHz unless otherwise instructed.

3 RADIO COMMUNICATIONS FAILURE

a) In the event of complete radio communications failure in an aircraft the pilot will adopt the appropriate procedure notified at ENR 1.1 paragraph 3.4.

EGHQ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGHQ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHQ-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGHQ-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGHQ-5-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO
AD 2.EGHQ-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 12 - ICAO
AD 2.EGHQ-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 12 - ICAO
AD 2.EGHQ-8-3
INSTRUMENT APPROACH CHART NDB (L)/DME RWY 12 - ICAO
AD 2.EGHQ-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 30 - ICAO
AD 2.EGHQ-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 30 - ICAO
AD 2.EGHQ-8-6
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 30 - ICAO
AD 2.EGHQ-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 30 - ICAO
AD 2.EGHQ-8-8

EGHQ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 502627N 0045943W

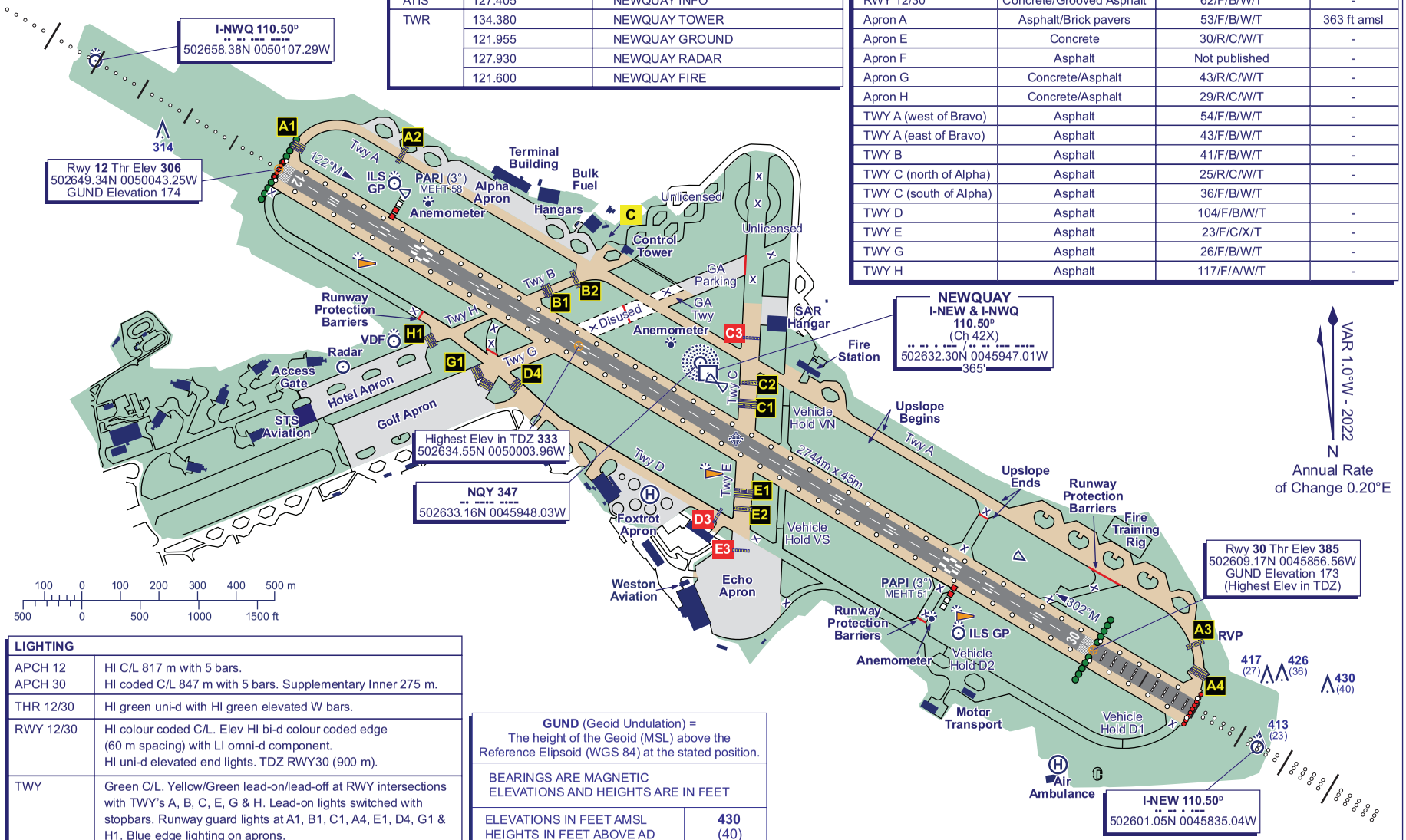
AD ELEV 390FT

NEWQUAY
EGHQ

AERO INFO DATE 19 AUG 24

COM		
APP	133.405	NEWQUAY APPROACH
ATIS	127.405	NEWQUAY INFO
TWR	134.380	NEWQUAY TOWER
	121.955	NEWQUAY GROUND
	127.930	NEWQUAY RADAR
	121.600	NEWQUAY FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 12/30	Concrete/Grooved Asphalt	62/F/B/W/T	-
Apron A	Asphalt/Brick pavers	53/F/B/W/T	363 ft amsl
Apron E	Concrete	30/R/C/W/T	-
Apron F	Asphalt	Not published	-
Apron G	Concrete/Asphalt	43/R/C/W/T	-
Apron H	Concrete/Asphalt	29/R/C/W/T	-
TWY A (west of Bravo)	Asphalt	54/F/B/W/T	-
TWY A (east of Bravo)	Asphalt	43/F/B/W/T	-
TWY B	Asphalt	41/F/B/W/T	-
TWY C (north of Alpha)	Asphalt	25/R/C/W/T	-
TWY C (south of Alpha)	Asphalt	36/F/B/W/T	
TWY D	Asphalt	104/F/B/W/T	-
TWY E	Asphalt	23/F/C/X/T	-
TWY G	Asphalt	26/F/B/W/T	-
TWY H	Asphalt	117/F/A/W/T	-



LIGHTING	
APCH 12 APCH 30	HI C/L 817 m with 5 bars. HI coded C/L 847 m with 5 bars. Supplementary Inner 275 m.
THR 12/30	HI green uni-d with HI green elevated W bars.
RWY 12/30	HI colour coded C/L. Elev HI bi-d colour coded edge (60 m spacing) with LI omni-d component. HI uni-d elevated end lights. TDZ RWY30 (900 m).
TWY	Green C/L. Yellow/Green lead-on/lead-off at RWY intersections with TWY's A, B, C, E, G & H. Lead-on lights switched with stopbars. Runway guard lights at A1, B1, C1, A4, E1, D4, G1 & H1. Blue edge lighting on aprons.

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	430
HEIGHTS IN FEET ABOVE AD	(40)

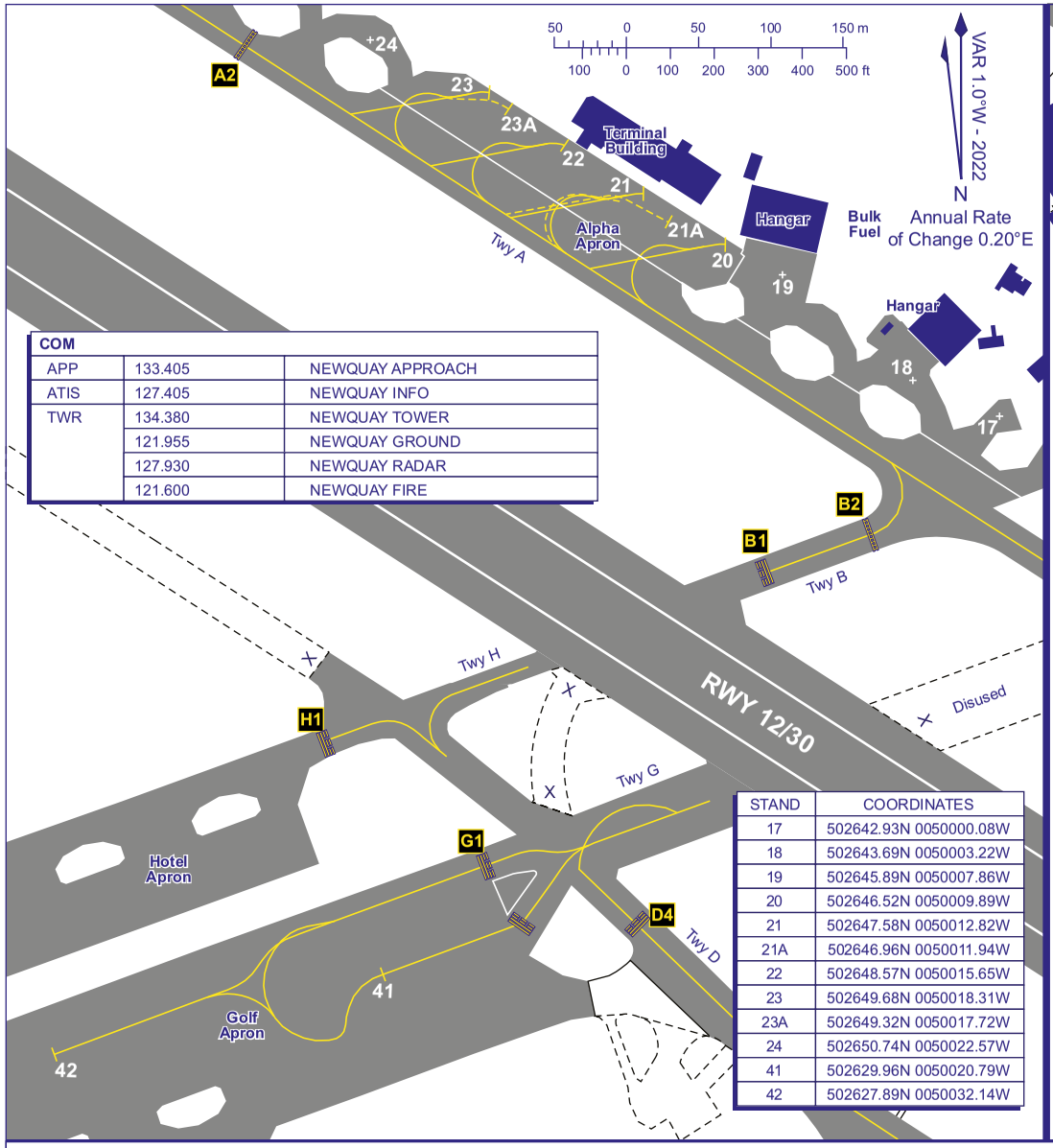
CHANGE (11/24): EDITORIAL. OBSTACLES.

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 502627N 0045943W

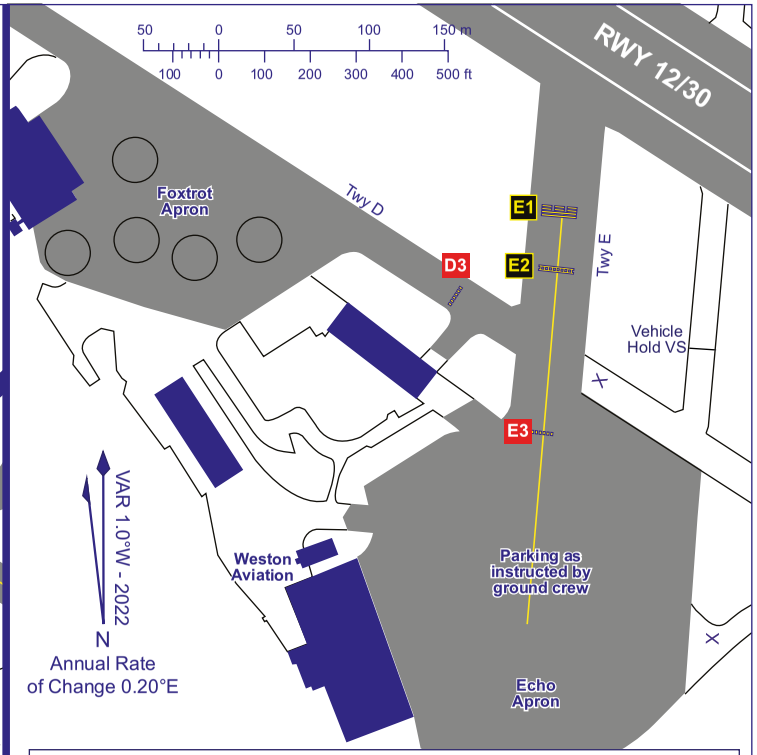
AD ELEV 390FT

NEWQUAY
EGHQ



COM		
APP	133.405	NEWQUAY APPROACH
ATIS	127.405	NEWQUAY INFO
TWR	134.380	NEWQUAY TOWER
	121.955	NEWQUAY GROUND
	127.930	NEWQUAY RADAR
	121.600	NEWQUAY FIRE

STAND	COORDINATES
17	502642.93N 0050000.08W
18	502643.69N 0050003.22W
19	502645.89N 0050007.86W
20	502646.52N 0050009.89W
21	502647.58N 0050012.82W
21A	502646.96N 0050011.94W
22	502648.57N 0050015.65W
23	502649.68N 0050018.31W
23A	502649.32N 0050017.72W
24	502650.74N 0050022.57W
41	502629.96N 0050020.79W
42	502627.89N 0050032.14W



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 12/30	Concrete/Grooved Asphalt	62/F/B/W/T	-
Apron A	Asphalt/Brick pavers	53/F/B/W/T	363 ft amsl
Apron E	Concrete	30/R/C/W/T	-
Apron F	Asphalt	Not published	-
Apron G	Concrete/Asphalt	43/R/C/W/T	-
Apron H	Concrete/Asphalt	29/R/C/W/T	-
Twy A (west of Bravo)	Asphalt	54/F/B/W/T	-
Twy A (east of Bravo)	Asphalt	43/F/B/W/T	-
Twy B	Asphalt	41/F/B/W/T	-
Twy C (north of Alpha)	Asphalt	25/R/C/W/T	-
Twy C (south of Alpha)	Asphalt	36/F/B/W/T	
Twy D	Asphalt	104/F/B/W/T	-
Twy E	Asphalt	23/F/C/X/T	-
Twy G	Asphalt	26/F/B/W/T	-
Twy H	Asphalt	117/F/A/W/T	-

CHANGE (5/24): RUNWAY SURFACE TABLE GROOVED ASPHALT.

EGBK AD 2.21 NOISE ABATEMENT PROCEDURES

a) The following villages are all particularly noise sensitive and should be avoided where possible:
Earls Barton, Ecton, Hannington, Hardwick, Mears Ashby, Overstone, Sywell.
b) Helicopter Noise Abatement see AD 2.20 para 5(d).
c) Runway 21 and 23 departures requested to maintain runway track until passing 500 ft before turning to avoid Sywell Village School.

EGBK AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Fixed wing circuits 1000 FT QFE Left Hand Runways 03, 14 and 23; Right Hand Runways 05, 21 and 32. Helicopter circuits 800 FT QFE opposite direction to fixed wing circuits.
b) Non radio and aircraft experiencing radio failure to join via the overhead to observe the signal square for active runway and fit into the traffic pattern.
c) Standard fixed wing join is via the overhead not below 1500 FT QFE, helicopters may be operating up to 800 FT QFE deadside. Straight-in, baseleg or downwind joins subject to traffic.
d) Helicopter joining procedures see AD 2.20 Para 5(d).
e) Helicopters to land in the grassed central area (referred to as Midfield) remaining clear of active runways.

EGBK AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBK AD 2.24 CHARTS RELATED TO AN AERODROME

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

EGBK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Concrete and asphalt PCN 16/R/D/W/T Taxiway B: 15 M Surface: Asphalt PCN 14/R/D/Y/T Taxiway C: 18 M Surface: Asphalt PCN 56/F/C/Y/U Taxiway D: 17.5 M Surface: Asphalt PCN 29/R/D/Y/U Taxiway E: 15 M Surface: Asphalt PCN 15/R/D/Y/T Taxiway N: 15 M Surface: Concrete and asphalt Taxiway TAXILANE LINK E: 8.5 M Surface: Concrete PCN 8/R/C/W/T
3	Altimeter checkpoint location and elevation	Apron 101 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart
6	Remarks	Transverse surface gradients on Stands 4, 5 and 6 fall marginally outside the CAA/ICAO recommended criteria. Operators should be aware that localised gradients of 1 in 65 (1.54%) maximum have been confirmed within the above stand centre-line areas Western Apron is from E1 to E3.

EGSH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Apron Stands numbered 1 to 6 are located in front of the Terminal. These stands have stand number, yellow centre-line and ground stop marking and are designed for nose-in parking. Stand 7 is located on an area north of the terminal. Visiting aircraft may be required to park on Stand 9, located on the Eastern Apron in front of Hangar 8. There are no Stand Entry Guidance or Visual Docking Guidance Systems. All aircraft are required to be marshalled onto all stands. Transport will be provided for access to and from Stands 7 and 9.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway 27 - Runway designation, runway centre-line, fixed distance, touchdown and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Green turning circle. Runway 27 turning circle is marked by yellow line and alternate amber/green lighting with blue taxiway edge lights. Runway 09 - Runway designation, runway centre-line and threshold markings. Side strip. Stop and guard lights at runway/taxiway intersections. Runway 09 turning circle has yellow line and blue taxiway edge lighting only. Taxiway marking aid(s): Yellow lines.
3	Stop bars and runway guard lights (if any)	All runway holding points.
4	Other runway protection measures	
5	Remarks	WDI: 524041.84N 0011650.67E. Two WDIs 200 M from Runway 09 and Runway 27 thresholds: 524029.00N 0011623.29E (LGTD) and 524029.34N 0011733.90E (LGTD).

EGSH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGSH1063) 09/APPROACH	TREES	524039.97N 0011543.04E	181 FT	68 FT	No	
(EGSH1059) 09/APPROACH	TREES	524039.88N 0011540.47E	183 FT	70 FT	No	
(EGSH1066) 09/APPROACH	TREES	524037.72N 0011546.26E	163 FT	47 FT	No	
(EGSH1250) 27/APPROACH 09/ TAKE-OFF	FENCE	524037.47N 0011749.70E	112 FT	8 FT	No	
(EGSH1303) 09/APPROACH 27/ TAKE-OFF	TREES	524037.47N 0011520.88E	182 FT	69 FT	No	
(EGSH1310) 09/APPROACH 27/ TAKE-OFF	TREES	524037.23N 0011545.07E	164 FT	51 FT	No	
(EGSH1312) 09/APPROACH 27/ TAKE-OFF	TREES	524036.53N 0011545.29E	151 FT	38 FT	No	
(EGSH1302) 09/APPROACH 27/ TAKE-OFF	TREES	524036.42N 0011520.47E	171 FT	58 FT	No	
(EGSH1313) 09/APPROACH 27/ TAKE-OFF	TREES	524035.12N 0011546.55E	141 FT	28 FT	No	
(EGSH1309) 09/APPROACH 27/ TAKE-OFF	TREES	524035.09N 0011542.35E	152 FT	39 FT	No	
(EGSH1311) 09/APPROACH 27/ TAKE-OFF	TREES	524034.90N 0011544.99E	146 FT	33 FT	No	
(EGSH1308) 09/APPROACH 27/ TAKE-OFF	TREES	524034.77N 0011539.64E	154 FT	41 FT	No	
(EGSH1307) 09/APPROACH 27/ TAKE-OFF	TREES	524034.30N 0011535.85E	158 FT	45 FT	No	
(EGSH1070) 27/TAKE-OFF	ROAD 4 8M	524033.37N 0011549.89E	135 FT	17 FT	No	
(EGSH1268) 27/APPROACH 09/ TAKE-OFF	TREE	524033.34N 0011816.14E	144 FT	38 FT	No	
(EGSH1305) 09/APPROACH 27/ TAKE-OFF	TREES	524033.04N 0011525.31E	161 FT	48 FT	No	
(EGSH1071) 27/TAKE-OFF	FENCE	524032.87N 0011550.60E	127 FT	9 FT	No	
(EGSH1264) 09/TAKE-OFF	TREES	524032.79N 0011811.22E	122 FT	14 FT	No	
(EGSH1076) 27/TAKE-OFF	27 LLZ OBS LT	524032.49N 0011553.88E	125 FT	9 FT	Yes Red	
(EGSH1256) 27/APPROACH 09/ TAKE-OFF	ROAD 4 8M	524032.40N 0011759.79E	118 FT	15 FT	No	
(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**
TAVERHAM	CRANE	524101.19N 0011054.90E	256 FT	125 FT	Yes Red	Operating until January 2026.

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(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 SPIRE	523755.13N 0011804.76E	339 FT	318 FT	No	
NORWICH CASTLE	CRANE	523741.73N 0011744.86E	248 FT		Yes Red	Operating until 31 December 2024.

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 (PCN)**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
09	089.28°	1842 x 45 M	RWY surface: Concrete and asphalt PCN 56/R/D/W/U	524032.99N 0011608.60E 146.5 FT	THR 117.0 FT TDZ 117.5 FT	
27	269.30°	1842 x 45 M	RWY surface: Concrete and asphalt PCN 56/R/D/W/U	524033.72N 0011746.58E 146.4 FT	THR 105.6 FT TDZ 109.0 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	152 x 150 M	1962 x 300 M	92 x 90 M -			RWY 09 Instrument Non-Precision Approach. Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.
	271 x 150 M	1962 x 300 M	211 x 90 M -			RWY 27 Instrument Precision Approach. Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.

EGSH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1842 M	1993 M	1842 M	1842 M	
27	1842 M	2112 M	1842 M	1842 M	
09	1656 M	1808 M	1656 M		Departure from intersection with Taxiway Delta.
09	850 M	1002 M	850 M		Departure from intersection with Taxiway Charlie.
09	535 M	687 M	535 M		Departure from intersection with Taxiway Bravo.
27	1326 M	1597 M	1326 M		Departure from intersection with Taxiway Bravo.
27	1014 M	1285 M	1014 M		Departure from intersection with Taxiway Charlie.
27	205 M	475 M	205 M		Departure from intersection with Taxiway Delta.

EGSH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Centre-line with one crossbar. 427 M Light intensity high	Green Light intensity high	PAPI Left/3° 45 FT 281 M		15 M Colour coded Light intensity high	Bi-directional with omni-directional component Light intensity high	Red		
27	Coded centre-line with five crossbars. 953 M Light intensity high	Green Light intensity high	PAPI Left/3° 57 FT 344 M		15 M Colour coded Light intensity high	Bi-directional with omni-directional component Light intensity high	Red		

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 Runway 27: 524029.57N 0011732.85E Runway 09: 524029.11N 0011622.45E
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.
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

INTENTIONALLY BLANK

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: 2000 FT AGL Lower limit: SFC	D	NORWICH APPROACH English	5000 FT		

EGSH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	NORWICH APPROACH	119.355 MHz 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 MHz DOC 20 NM/ 5000 FT.			As per AD hours and by arrangement.	
RADAR	NORWICH DIRECTOR	128.330 MHz Not continuously monitored.			When Instructed by ATC	LARS is provided during Radar opening hours to a range of 30 NM.
	NORWICH RADAR	119.355 MHz DOC 40 NM/ 25,000 FT.			As per AD hours and by arrangement.	
ATIS	NORWICH INFORMATION	128.630 MHz DOC 60 NM/ 20,000 FT.			As per AD hours and by arrangement.	Arrivals ATIS. Auto METAR when AD closed.

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	NORWICH FIRE	121.600 MHz Non-ATS frequency.			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/LLZ I 0.90°E (2022)	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) 0.91°E (2022)	NWI	342.500 kHz	HO	524039.15N 0011729.41E		On AD. DOC 50 NM.

EGSH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Booking out details should be passed by telephone: 01603-420641. Calls on RTF may result in delays.
b) All aircraft using Norwich aerodrome or its facilities, are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Norwich aerodrome.
c) Extension charges apply after published AD HR.
d) All persons on the manoeuvring and apron areas at Norwich Airport must wear high visibility clothing as it is designed to be worn, at all times.
e) Pilots/Crew wearing high visibility clothing are permitted to escort passengers not wearing the required clothing. Apart from when carrying out aircraft walk round inspections, pilots/crew must keep to designated walkways and pedestrian crossings when on the terminal apron for their own safety. This also applies to passengers under pilot/crew escort. No pedestrian movement is permitted between the terminal and stand 7 parking area. Transport will be provided upon request.
f) Norwich Airport is PPR for all visiting aircraft movements. PPR can be obtained directly from Norwich Airport ATC on 01603-420641 or your Norwich based handling agent. PPR is required a minimum of 60 minutes prior to ETA. Scheduled flights are not affected by this requirement.

2 GROUND MOVEMENT

a) Push-backs: Jet powered aircraft over 45,000 KG AUW on Stands 4, 5 or 6 will be pushed-back and pulled forward as part of the pre-taxi manoeuvre. Due to jet blast safety distances, engine start is not to commence until instructed by the ground crew. This will normally be during the pull forward phase of the procedure.
b) Code D aircraft shall expect to use Taxiway Charlie only.
c) Large aircraft are to use the turning circles at either end as appropriate.
d) The Western Apron is only to be used by resident operators and their authorised visitors. Visiting aircraft shall park under marshaller's instruction. There are 5 helicopter parking stands on the Western Apron. Stands 20 and 21 on the western half at the northern end of the Western Apron for use by the Air Ambulance only, D value maximum of 13.63 M. Stand 22 on the western half in the middle of the Western Apron is a taxi-through helicopter stand. Stands 23 and 24 on the eastern half at the southern end of the Western Apron, D value maximum of 16.66 M.
e) All visiting aircraft to Hangars 2 and 3 via the Eastern Apron should be aware there is a gate with limiting dimensions on exiting the Eastern Apron towards Hangars 2 and 3. Operators should contact the host tenant company for further details and dimensions. The gate is removable provided sufficient notice of an aircraft movement is received by the host Tenant company.
f) Eastern Apron Gate - Aircraft access to non-airside tenant companies. With access gate in situ and fully open the measured clearance distances are:

- 19.75 M with no obstacle between the gates;
- from centre-line to EAST, 9.8 M; first obstacle is gate height 1.2 M;

- from centre-line to WEST, 9.95 M; first obstacle is gate height 1.0 M.

g) Commanders of visiting Code B aircraft to the SaxonAir apron will be marshalled if entry is via E1 and the Code A Echo taxilane.
h) Aircraft when operating on and off aprons and taxiing to/from hold point Papa, shall use MINIMUM thrust/idle power to avoid jet blast risk in the vicinity.
i) All Visiting Aircraft: Engine Start shall only be conducted when a qualified start crew are in attendance. All engine starts must be in compliance with current Norwich Airport Procedures. Note: Aircraft starting on Stand 7 require a Norwich Airport start crew.
j) Low Visibility Operations in force when MET visibility is 1500 M or less. If the IRVR is 400 M or less, entry to the runway will be via A2 and C2 only. For all other departures, a 'Follow-Me' vehicle will be provided.
k) Blue Taxiway edge lights between Holding Point B1 and Runway 09/27 edge unserviceable. Holding Point B1 closed during night and low visibility operations.

3 WARNINGS

a) Flying takes place by light aircraft and microlights from Felthorpe aerodrome (4 NM NW of ARP at *524200N 0011200E) occasionally throughout the year with increased activity during the summer months.
b) At both ends of Runway 09/27 its width is twice that of the associated edge lights due to extra pavement at one side. Aircraft backtracking the runway and conducting a 180 degree turn, shall ensure on completion of the turn, correct alignment with the runway centre-line.
c) During Low Visibility Procedures, one fire engine is positioned west of Hold Bravo 1 and another fire engine is positioned west of Hold Delta 1.
d) The following bird hazards have been identified within 4 KM of the airfield:

i. Around the aerodrome at dawn and dusk birds are observed transiting the airspace to various feeding/roosting locations.
ii. 2.5 KM N at St. Faiths, 2.5 KM NE at Spixworth and 4 KM E at Rackheath; these locations are pig farms which attract a variety of birds up to an estimated 1500 FT AGL.
iii. Perimeter of aerodrome up to 2 KM S, nesting gulls on building roofs presents bird activity during the day, predominantly April – September, and are known to overfly the aerodrome on a north/south track below 500 FT AGL.
iv. 1.5 KM N at St. Faiths, rooks are known to transit between this rookery and the aerodrome to feed/roost.
v. 1 KM SW at Hellesdon, racing pigeons flying low level during the day are on occasions observed crossing the runway/flight path.

e) Numerous flocks of birds have been observed crossing the approaches to Runway 09/27 at dawn and dusk within 1.5 NM of touchdown.
f) Helicopter winch training is conducted on the north side of the AD.
g) If a ground taxiing aircraft requires a brake test, this shall take place only on that portion of concrete Taxiway A parallel to Runway 27/09 between Holding Point B1 and A2.
h) Wind Shear and turbulence can occur on final approach to Runway 27 during periods of strong southerly or south westerly winds.
i) Unlit crane 150 M south of the terminal, up to 215 FT AGL.
j) Eastern Apron: 10 floodlight stanchions up to 115 FT AGL.
k) Caution - Helicopter activity takes place outside of AD published hours.
l) Surface wind observations for Runway 09 operations derived from the mid point anemometer.
m) Caution - Bright flood lighting at sports ground 1.5 NM final Runway 27.

4 HELICOPTER OPERATIONS

a) Light helicopters are not required to use the runways but arrivals and departures should be operated in such a way as to avoid overflying of, and to minimise the disturbance to, local residential areas.
b) Air taxiing on the main apron is not permitted except with the approval of ATC and under the guidance of a Marshaller.
c) Departures direct from the SaxonAir Apron and associated stands are prohibited.
d) Daily Helimed Operations take place outside of AD operating hours.

5 USE OF RUNWAYS

a) Variable circuits in operation.
b) Normally no overhead joins are permitted.

6 TRAINING

a) Circuit and Instrument training is only available by prior arrangement with ATC and subject to local traffic and the runway in use. Normal circuit heights are 1000 FT QFE for aircraft up to 5700 KG and 1500 FT QFE for aircraft over 5700 KG.
b) Due to the number of aircraft using the airport for instrument training a booking system is in operation. Training periods can be booked by application to ATC Tel: 01603-420641. The filing of a flight plan does not constitute a booking to carry out instrument training at the airport. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC either to cancel the slot or to re-book.
c) Aircraft wishing to make training approaches (non-landing) are to contact the preferred handling agents, SaxonAir on 01603-510111 to book in. There is no requirement to call ATC.

EGSH AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

a) Operators of all aircraft using Norwich Aerodrome are to ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome.
b) Where operationally possible, pilots should endeavour to avoid overflight of the town of Taverham situated 2 miles west of the airport.
c) When taking off, aircraft shall climb as steeply as minimum engine noise settings allow and when approaching to land, without the assistance of ILS, shall follow a descent path which will not result in their being at any time lower than the normal 3° GP.

2 ARRIVALS

a) Pilots of arriving jet aircraft and turbo-prop aircraft and aircraft in excess of 5700 KG should arrange their flights to be established on final approach to a runway not below 1500 FT AAL.

3 DEPARTURES

All aircraft other than IFR helicopters to the Southern North Sea (see below):

a) On departure from any runway, all aircraft are to climb straight ahead to 1000 FT AAL before turning, unless instructed otherwise by ATC.
b) Departure aircraft less than 5700 KG AUW - may be permitted to make a turn to the north of the aerodrome at 500 FT AAL.

EGSH AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Departures overflying the EHAA FIR via the UK North Sea are to flight plan via BODSO - L17 - MOLIX and then appropriate routes for destination.

2 AIR TESTS

a) Any aircraft requiring an air test which will be climbing to FL 190 or higher must have each individual flight approved by London Military. Pre-notification to London Military is required 24 hours prior to the flight taking place and it is the responsibility of the aircraft operator to ensure compliance with this requirement. London Military can be contacted on Tel: 01489-612408. If pre-notification is not completed start clearance may be delayed or withheld. All air tests must have a correctly filed flight plan which clearly and unambiguously states the nature and requirements of the flight and must include London Military as one of the addressees. A GAT Flight Plan into and routing along airways for the sole purpose of a flight test IS NOT acceptable. Norwich ATC can provide further information if required.

3 VISUAL REFERENCE POINTS (VRP)

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

4 SPECIAL VFR FLIGHT

a) Clearance may be requested for Special VFR flight within the Norwich Control Zone and will be given whenever the traffic situation permits.
b) Special VFR clearance may include routing and maximum altitude instructions.
c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.

5 VFR FLIGHTS

a) VFR flights in the CTR/CTAs may be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
b) Pilots should anticipate routing instructions in relation to the Visual Reference Points (VRPs) detailed in paragraph 3.
c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to advise ATC if at any time they are unable to comply with the clearances as issued.

6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Norwich controlled airspace within a 20 NM radius of the airport and maintaining a listening watch only on Norwich Radar frequency, 119.355 MHz, are encouraged to select SSR code 7350.
b) Selection of 7350 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Norwich controlled airspace at all times.

c) Whilst squawking 7350, pilots should be aware that Norwich Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 7350 shall be deselected.

EGSH AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGSH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSH-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGSH-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGSH-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSH-5-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 - ICAO
AD 2.EGSH-8-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO
AD 2.EGSH-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO
AD 2.EGSH-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO
AD 2.EGSH-8-4

EGSH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

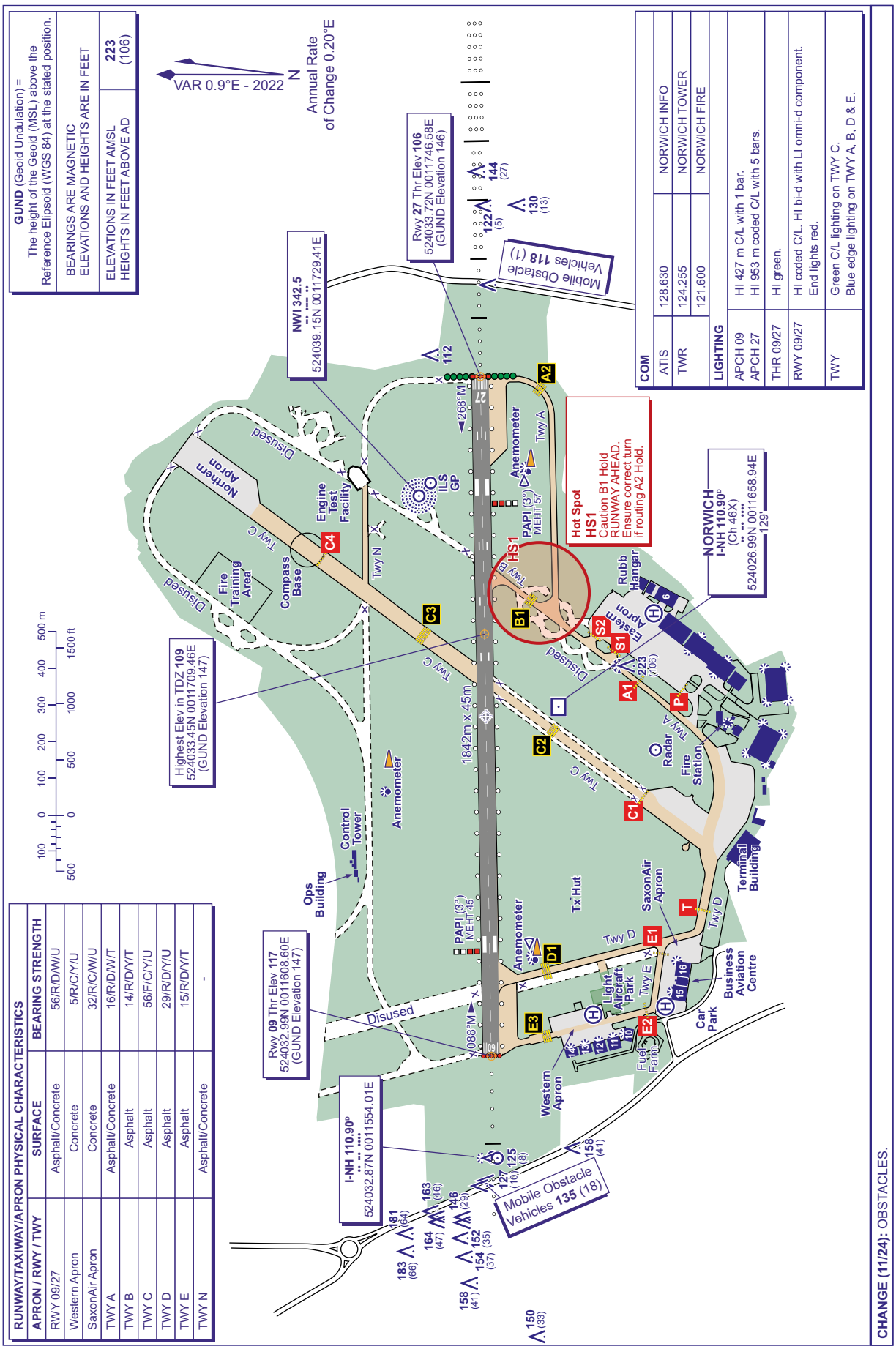
INTENTIONALLY BLANK

AERODROME CHART - ICAO

NORWICH EGSH

ARP 524033N 0011658E

AD ELEV 117FT



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 09/27	Asphalt/Concrete	56/R/D/W/U
Western Apron	Concrete	5/R/C/Y/U
SaxonAir Apron	Concrete	32/R/C/W/U
TWY A	Asphalt/Concrete	16/R/D/W/T
TWY B	Asphalt	14/R/D/Y/T
TWY C	Asphalt	56/F/C/Y/U
TWY D	Asphalt	29/R/D/Y/U
TWY E	Asphalt	15/R/D/Y/T
TWY N	Asphalt/Concrete	-

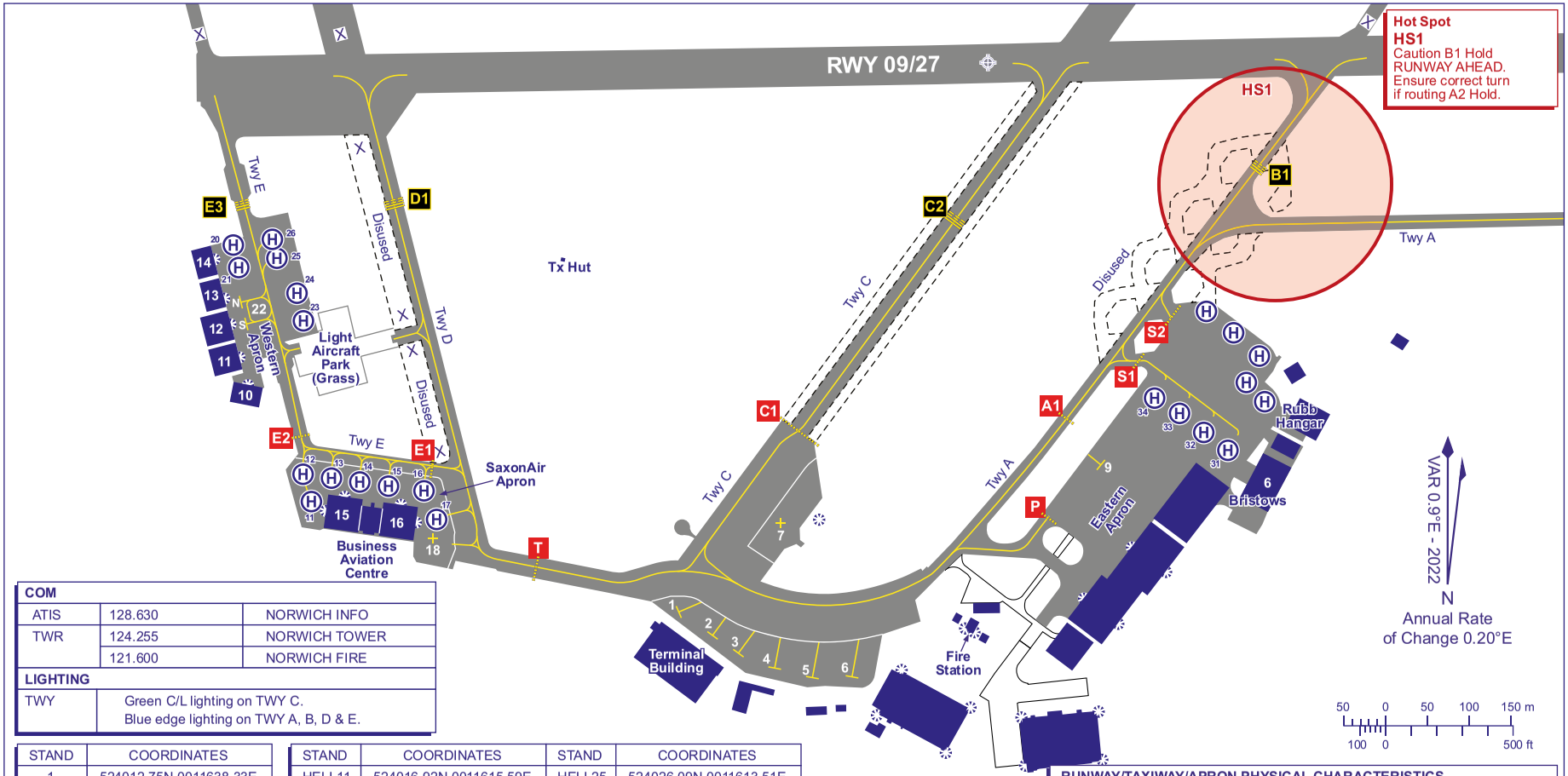
AERO INFO DATE 22 AUG 24

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 524033N 0011658E

AD ELEV 117FT

NORWICH
EGSH



COM		
ATIS	128.630	NORWICH INFO
TWR	124.255	NORWICH TOWER
	121.600	NORWICH FIRE
LIGHTING		
TWY	Green C/L lighting on TWY C. Blue edge lighting on TWY A, B, D & E.	

STAND	COORDINATES
1	524012.75N 0011638.33E
2	524011.84N 0011640.38E
3	524011.17N 0011642.00E
4	524010.62N 0011644.26E
5	524010.24N 0011646.55E
6	524010.27N 0011649.01E
7	524016.04N 0011644.67E
9	524018.19N 0011704.48E
18	524015.52N 0011623.08E
22N	524024.43N 0011611.37E
22S	524023.60N 0011611.72E

STAND	COORDINATES	STAND	COORDINATES
HELI 11	524016.92N 0011615.59E	HELI 25	524026.09N 0011613.51E
HELI 12	524017.95N 0011615.08E	HELI 26	524026.79N 0011613.22E
HELI 13	524017.80N 0011616.83E	HELI 31	524018.73N 0011712.36E
HELI 14	524017.65N 0011618.59E	HELI 32	524019.42N 0011710.87E
HELI 15	524017.49N 0011620.37E	HELI 33	524020.12N 0011709.38E
HELI 16	524017.31N 0011622.57E	HELI 34	524020.73N 0011707.83E
HELI 17	524016.23N 0011623.34E		
HELI 20	To be surveyed		
HELI 21	To be surveyed		
HELI 23	524023.73N 0011615.14E		
HELI 24	524024.77N 0011614.70E		

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**
RWY 09/27	Asphalt/Concrete	56/R/D/W/U
Western Apron	Concrete	5/R/C/Y/U
SaxonAir Apron	Concrete	32/R/C/W/U
TWY A	Asphalt/Concrete	16/R/D/W/T
TWY B	Asphalt	14/R/D/Y/T
TWY C	Asphalt	56/F/C/Y/U
TWY D	Asphalt	29/R/D/Y/U
TWY E	Asphalt	15/R/D/Y/T
TWY N	Asphalt/Concrete	-

CHANGE (7/24): WESTERN APRON. NEW HELI STANDS 25, 26 & 31 TO 34. STAND 6, 18, 22N & 22S COORDS. HELI COORDS.

EGTK — OXFORD

EGTK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTK — OXFORD

EGTK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515013N Long: 0011912W Mid point of Runway 01/19.
2	Direction and distance from city	6 NM NW by N of Oxford.
3	Elevation / Reference temperature / Mean Low Temperature	263 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	157 FT
5	Magnetic Variation / Annual Change	0.08°E (2022) / 0.20°E
6	AD Administration Address Telephone E-mail address Web address	OXFORD AVIATION SERVICES Oxford Airport, Kidlington, Oxford, OX5 1RA. 01865-290650 (ATC) 01865-290660 (Operations) 01865-290600 (Switchboard) ops@londonoxfordairport.com www.londonoxfordairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Types of traffic permitted (IFR/VFR): See also AD 2.20.

EGTK AD 2.3 OPERATIONAL HOURS

1	AD Administration	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM. Extensions by arrangement.
2	Customs and immigration	See remarks.
3	Health and sanitation	Pre-book with Oxford Ops 131.640 MHz or telephone as above.
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours. By arrangement through Oxford Operations, Tel: 01865-290660.
12	Remarks	This aerodrome is PPR. Commanders shall book in with Airport Operations in advance on the numbers listed at AD 2.2. Customs/Immigration. Oxford Airport is a Certificate of Agreement aerodrome for customs/immigration purposes and accepts flights to/from any country with the requisite notice periods. All inbound and outbound flights must be notified to Operations (on the number listed at AD 2.2) and are subject to the following prior notice: (a) 2 hours prior to departure for all flights to/from outside the UK; (b) 12 hours in advance to the police for both inbound and outbound flights requiring Police Special Branch clearance (Common Travel Area and Northern Ireland). Contact, Tel: 01865-290660. UK GAR (General Aviation Report) required prior to all international arrivals and departures.

EGTK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Yes. Details through Oxford Operations.
2	Fuel and oil types	JET-A1, AVGAS 100LL and SAF (Sustainable Aviation Fuel).

3	Fuelling facilities/capacity	AVGAS 100LL credit/fuel card self-service facility for aircraft with wingspan up to 12 M. AVGAS bowser service available for aircraft unable to use self-service. Fixed storage capacity 40,000 LT, mobile capacity 8,500 LT. JET-A1 bowser service, fixed storage capacity 170,000 LT, mobile capacity 57,000 LT.
4	De-icing facilities	17 M de-icing rig available by arrangement through Oxford Operations. Killfrost Type II.
5	Hangar space for visiting aircraft	By arrangement through airport Operations.
6	Repair facilities for visiting aircraft	Repair stations for a variety of fixed wing and rotor, contact Oxford Operations.
7	Remarks	A nominated handling agent is mandatory for all visiting aircraft over 2.3 tonnes. Handling for corporate or general aviation is provided by Oxfordjet. SITA: OXFAPXH. Aircraft to call Oxford Ops on Frequency: 131.640 MHz, 15 minutes prior to arrival. Oxygen, Nitrogen, Ground Power (GPU), Water, Toilet and Valet services provided by airport handling services on request. All handling services provided by Oxford Airport staff. AL41 and ICE 05 are stocked for customers own use. Contact Operations (01865-290660) for details of available SAF blends.

EGTK AD 2.5 PASSENGER FACILITIES

1	Hotels	Kidlington (1 mile), Woodstock (2 miles), Oxford (3-6 miles).
2	Restaurants	Restaurant, Bar/Cafe on-site. Executive catering by arrangement.
3	Transportation	Bus, taxis and car hire. Chauffeur services on request. Nearest rail station: Oxford Parkway (3.1 miles).
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	
6	Tourist Office	Local information in terminal building.
7	Remarks	Executive and pilot's lounge and rest rooms in terminal building. Accommodation and transportation arrangements can be made via Airport Operations. For other facilities call Operations or view - www.londonoxfordairport.com

EGTK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6
2	Rescue equipment	Standard Equipment for up to Category 6.
3	Capability for removal of disabled aircraft	For removal of disabled aircraft contact aerodrome coordinator - Airport Operations Manager Tel: 07534-325700.
4	Remarks	All aircraft capable of aerodrome use can be removed using contracted external resource.

EGTK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical & Chemical De-icing
2	Clearance priorities	Standard. See AD 1.2.2
3	Remarks	Latest information from Oxford Operations, Tel: 01865-290660

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

1	Apron surface and strength	MAIN APRON Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt PCN 30/F/C/W/T

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

INTENTIONALLY BLANK

		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 LGTD WDI: 505017.26N 0001750.56W, 505012.81N 0001722.43W, 504956.16N 0001751.70W. 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		No	
(EGKA3061) 20/APPROACH 02/ TAKE-OFF	TRIG PILLAR	505127.45N 0001648.26W	346 FT		No	
(EGKA3036) 20/APPROACH	TREE	505118.32N 0001649.32W	336 FT		No	
(EGKA5847) 20/APPROACH 02/ TAKE-OFF	TREE	505031.70N 0001737.71W	50 FT		No	
(EGKA5808) 20/APPROACH	TREE	505029.30N 0001742.01W	55 FT		No	
(EGKA5817) 20/APPROACH 02/ TAKE-OFF	TREE	505029.15N 0001740.54W	45 FT		No	
(EGKA2321) 20/APPROACH 02/ TAKE-OFF	MOBILE OBST	505028.28N 0001739.55W	28 FT		No	
(EGKA4425) 02/APPROACH	RAILWAY 4 0M	504952.26N 0001755.64W	25 FT		No	
(EGKA4435) 20/TAKE-OFF	RAILWAY 4 0M	504951.47N 0001800.27W	24 FT		No	
(EGKA5650) 02/APPROACH	TREE	504949.68N 0001806.60W	48 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**
(EGKA4336)	SPOTHEIGHT	505319.41N 0002151.25W	689 FT		No	
(EGKA4320)	MAST	505302.28N 0001536.00W	854 FT		Yes	
(EGKA3044)	PYLON	505216.79N 0001528.14W	560 FT		No	
(EGKA1050)	CHIMNEY	505153.15N 0001739.83W	310 FT		No	
(EGKA1005)	ROOF	505048.04N 0001810.09W	253 FT		No	
(EGKA1001)	TREE	505046.56N 0001929.29W	418 FT		No	
(EGKA1043)	SPIRE	505026.91N 0001708.15W	82 FT		No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGKA2425)	NDB	505007.84N 0001743.39W	55 FT		Yes	
KA10/2024	CRANE	504959.41N 0001605.30W	296 FT	292 FT	Yes	Until July 2025.
	CRANE	504957N 0001601W	281 FT	263 FT	Yes	Shoreham Harbour.
KA01/2024	CRANE	504956.79N 0001600.67W	266 FT	263 FT	Yes	Shoreham Harbour. End estimated June 2025.
(EGKA3149)	MAST	504956.26N 0001457.00W	289 FT		Yes	
(KA09/2023)	CRANE	504954N 0001514W	134 FT	121 FT	Yes	
(KA11/2023)	CRANE	504953N 0001509W	153 FT	140 FT	Yes	
(KA12/2023)	CRANE	504952N 0001505W	134 FT	121 FT	Yes	
(EGKA3146)	CHIMNEY	504947.80N 0001356.08W	348 FT		Yes	
	CRANE	504944N 0001644W	109 FT	102 FT	Yes Red	

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 (PCN)**	**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°	1032 x 18 M	RWY surface: Asphalt PCN 14/F/B/X/U	504957.90N 0001756.61W 147.7 FT	THR 6.7 FT	
20	201.61°	1032 x 18 M	RWY surface: Asphalt PCN 14/F/B/X/U	505020.68N 0001742.36W 147.7 FT	THR 7.2 FT	
02G	021.49°	603 x 23 M	RWY surface: Grass	505002.00N 0001751.15W 147.7 FT	THR 5.6 FT	
20G	201.49°	603 x 23 M	RWY surface: Grass	505020.14N 0001739.87W 147.9 FT	THR 6.4 FT	

EGHI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	SOLENT RADAR	120.230 MHz DOC 50 NM/ 5500 FT.			Mon-Sat 0630-2200 (0530-2100); Sun 0730-2230 (0630-2130).	Outside of these hours, Southampton CTR and all Solent CTA's will be deactivated and reclassified Class G. To facilitate ATC breaks ATS may not be available. Service availability will be tactically managed to accommodate scheduled movements. ATZ hours coincident with Tower hours, but not by arrangement.
	SOUTHAMPTON RADAR	122.730 MHz DOC 50 NM/ 10,000 FT.			As directed by ATC.	
TWR	SOUTHAMPTON TOWER	118.205 MHz DOC 25 NM/ 4000 FT.			Mon-Sat 0630-2200 (0530-2100); Sun 0730-2230 (0630-2130).	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 MHz DOC 50 NM/ 15,000 FT.			HO	
OTHER	SOUTHAMPTON FIRE	121.600 MHz Non-ATS Frequency. 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/LLZ I 0.16°E (2022)	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.

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 0.16°E (2022) 0.80°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) 0.16°E (2022)	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.

EGMC — SOUTHEND

EGMC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGMC — SOUTHEND

EGMC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513413N Long: 0004136E Mid point of Runway 05/23.
2	Direction and distance from city	1.5 NM N of Southend-on-Sea.
3	Elevation / Reference temperature / Mean Low Temperature	55 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	148 FT
5	Magnetic Variation / Annual Change	0.79°E (2022) / 0.19°E
6	AD Administration Address Telephone Telefax SITA E-mail address	LONDON SOUTHEND AIRPORT CO LTD London Southend Airport, Southend-on-Sea, Essex SS2 6YF. 01702-538500 (Switchboard) 01702-538420 (ATC) 01702-538401 (AFS) 01702-538600 (London Southend Jet Centre) 01702-538578 (Operations/Commercial aviation handling) 01702-538501 (Administration) SENSHCR lsaairtraffic@londonsouthendairport.com (ATC) lsaenquiries@londonsouthendairport.com (Administration) ops@londonsjc.com (London Southend Jet Centre) LSA.Fire@londonsouthendairport.com (AFS) LSAOperations@londonsouthendairport.com (Operations/Commercial aviation handling)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All payments to be made via AEROPS within 24 hours unless on account or being handled by London Southend Jet Centre.

EGMC AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24.
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	Briefing services available for aircraft receiving handling from London Southend Jet Centre.
5	ATS Reporting Office (ARO)	Briefing services available for aircraft receiving handling from London Southend Jet Centre. Self-briefing/Pilot brief and limited telephone consultation available from Meteorological Observers in ATC.
6	MET Briefing Office	Briefing services available for aircraft receiving handling from London Southend Jet Centre.
7	ATS	H24. See also AD 2.18.
8	Fuelling	H24
9	Handling	Airline handling 0400-2359 (0300-2300), FBO handling H24.
10	Security	H24
11	De-icing	By arrangement. Contact: 07443-258705. LSA.de-icing@londonsouthendairport.com.
12	Remarks	Use of the airport between 2200-0630 (2100-0530), is subject to prior permission from ATC. This aerodrome is strictly PPR.

EGMC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Yes. Details through Southend Handling.
2	Fuel and oil types	AVTUR JET A1 91/91, AVGAS 100LL 91/90
3	Fuelling facilities/capacity	Jet A1 bowser 58,200 LT + 300,000 LT storage capacity. Avgas bowser 10,000 LT + 14,500 LT storage capacity.
4	De-icing facilities	Available by arrangement through Southend Operations.
5	Hangar space for visiting aircraft	Contact London Southend Jet Centre for hangar space/parking.
6	Repair facilities for visiting aircraft	Repair stations for a variety of fixed wing aircraft, contact Southend operations.
7	Remarks	Oxygen and related servicing: By arrangement with resident operators. Handling mandatory for all non-based civil aircraft with a MTWA of over 2.5 tonnes. London Southend Jet Centre H24 operating hours. Night time slot restrictions are in place for operations between 2300-0630 (2200-0530). London Southend Jet Centre: Tel: 01702-538600; E-mail: ops@londonsjc.com.

EGMC AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel on Airport, 2 Hotels adjacent to Airport.
2	Restaurants	In hotel and fast food outlet adjacent to airport entrance.
3	Transportation	Trains, buses, taxis and car hire. Railway station (Southend Airport) adjacent to terminal.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Post Office 1 mile.
6	Tourist Office	Limited information available.
7	Remarks	Business lounge and conference facilities available. Contact lsaenquiries@londonsouthendairport.com.

EGMC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7
2	Rescue equipment	Standard equipment for up to Category 7.
3	Capability for removal of disabled aircraft	Arranged through IATA pool for those with agreements in place, or through based firm that may support recovery: JRB engineering (Tel: 01702-545430).
4	Remarks	

EGMC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest runway contamination information from ATC Tel: 01702-538420. Estimated braking action assessments and pilot reports may be passed.

EGSY AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSY-2-1
LOCAL FLYING ZONE AND ENTRY EXIT PROCEDURES
AD 2.EGSY-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSY-5-1
INSTRUMENT APPROACH CHART ILS/DME RWY 25 - ICAO
AD 2.EGSY-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 25 - ICAO
AD 2.EGSY-8-2

EGSY AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

EGNL — WALNEY

EGNL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNL — WALNEY

EGNL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 540743N Long: 0031603W Mid point of Runway 17/35.
2	Direction and distance from city	1.5 NM NW of Barrow-in-Furness.
3	Elevation / Reference temperature / Mean Low Temperature	44 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	173 FT
5	Magnetic Variation / Annual Change	0.90°W (2022) / 0.21°E
6	AD Administration Address Telephone AFS Web address	BAE SYSTEMS MARINE LTD MARITIME - SUBMARINES Walney Aerodrome, Barrow-in-Furness, Cumbria LA14 3TD. +44 (0)1229-474087 (ATS/Flight Operations) EGNLZTZX https://app.airportal.aero (Drone requests)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATS are recorded.

EGNL AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise. All movements strictly PPR. All UAS movement requests in ATZ/FRZ/RPZ (non-emergency services) minimum 7 days.
2	Customs and immigration	
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Mon-Thu 0730-1900 (0630-1800); Fri 0830-1700 (0730-1600).
9	Handling	
10	Security	H24
11	De-icing	
12	Remarks	AD may close earlier than published if no company traffic expected. Visiting aircraft not accepted, unless by arrangement with AD authority.

EGNL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 (FSII additive not included).
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	No de-fuelling facilities available.

EGNL AD 2.5 PASSENGER FACILITIES

INTENTIONALLY BLANK

EGNL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 1 (For BAE Systems Marine Ltd aircraft). RFF Category 1 (Approved flights only).
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGNL AD 2.7 SEASONAL AVAILABILITY - CLEARING

INTENTIONALLY BLANK

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

1	Apron surface and strength	MAIN APRON Surface: Concrete
2	Taxiway width, surface and strength	Taxiway ALPHA: 14 M Surface: Concrete Taxiway BRAVO: 14 M Surface: Asphalt Taxiway CHARLIE: 22 M Surface: Asphalt
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Taxiway C is subject to limited/restricted use or closure. Orange and white boards across the taxiway indicate the taxiway is closed. ATS will advise if the taxiway is available.

EGNL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway designation, runway centre-line. 17/35: 17: Runway designation, runway centre-line. 35: Runway designation, runway centre-line, fixed distance, touchdown zone and runway threshold markings.
3	Stop bars and runway guard lights (if any)	Runway guard lights at holding points A and B.
4	Other runway protection measures	
5	Remarks	At night-time, taxiways with reflective markers may be used by aircraft which have a serviceable taxi or landing light which must be illuminated. It is the pilot's responsibility to refuse taxi clearance via these routes at night if not so equipped. Taxiways without powered lighting will not be used in either visibility or RVR of 1500 M or less at night. Holding point indicator signs. WDI near threshold of Runways 05 and 35 - 540731.23N 0031546.48W (LGTD).

EGNL AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNL3109) 23/APPROACH 05/ TAKE-OFF	WIND TURBINE	541014.70N 0031115.37W	540 FT	144 FT	No	
(EGNL3301) 23/APPROACH 05/ TAKE-OFF	MAST	541014.56N 0031122.37W	498 FT	94 FT	No	
(EGNL3063) 23/APPROACH 05/ TAKE-OFF	MAST	540940.44N 0031050.90W	387 FT	159 FT	No	
(EGNL1007) 23/APPROACH 05/ TAKE-OFF	PYLON	540813.46N 0031416.71W	148 FT	99 FT	No	
(EGNL1483) 17/APPROACH 35/ TAKE-OFF	LLZ HUT	540804.69N 0031611.70W	43 FT	8 FT	No	
(EGNL3889) 17/APPROACH 35/ TAKE-OFF	LLZ	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	No	
(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 (PCN)**	**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 PCN 5/R/A/Y/T	540759.25N 0031609.47W 173.4 FT	THR 33.0 FT	

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
35	346.11°	1011 x 44 M	RWY surface: Asphalt PCN 5/R/A/Y/T	540727.50N 0031556.09W 173.4 FT	THR 43.7 FT TDZ 43.7 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 05 Unlicensed.
						RWY 23 Unlicensed.
	188 x 150 M	1191 x 150 M	90 x 90 M 90 x 90 M			RWY 17
	133 x 150 M	1191 x 150 M	90 x 90 M 90 x 90 M			RWY 35 Runway 35 has a starter extension of 60 x 22 M.

EGNL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
17	1011 M	1199 M	1011 M	1011 M	
35	1058 M	1191 M	1058 M	998 M	TORA, TODA and ASDA include a starter extension of 60 x 22 M.

EGNL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05		Green Elevated uni-directional with green wingbars	PAPI Left/3.5° 41 FT 85 M			HI bi-directional with LI omni-directional component	Red		
23		Elevated green wingbars	PAPI Left/3.5° 22 FT 110 M			HI bi-directional with LI omni-directional component	Red		
17		Green With elev green wingbars	PAPI Right/ 3.5° 39 FT 110 M			HI Bi-directional with LI omni-directional component	Red		

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
35	Uni-directional centre-line with two crossbars. 420 M Light intensity high	Green With elev green wingbars	PAPI Left/3.5° 33 FT 190 M			HI Bi-directional with LI omni-directional component. Last third uni-directional amber.	Red		

EGNL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 540732.55N 0031602.81W (LGTD).
3	TWY edge and centre line lighting	EDGE: Taxiway Alpha, from Runway 05/23 has blue edge lights until the link to the apron which is unlit but the edges marked with brightly coloured/reflective plastic marker posts. Taxiway Bravo is unlit but the edges are marked with brightly coloured/reflective plastic marker posts.
4	Secondary power supply/switch-over time	
5	Remarks	The main apron is floodlit.

EGNL AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGNL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
WALNEY ATZ A circle, 2 NM radius, centred at 540752N 0031548W on the mid-point of the longest runway	Upper limit: 2000 FT AGL Lower limit: SFC	G	WALNEY INFORMATION English	3000 FT		Caution: Requirements for access to EGR445 as detailed in the UK AIP remain extant.

EGNL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	WALNEY INFORMATION	118.080 MHz DOC 25 NM/ 10,000 FT.			Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	ATZ hours coincident with AFIS hours.

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/LLZ I 0.91°W (2022)	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) 0.90°W (2022)	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 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.	540737.80N 0031552.61W	52 FT	(RWY 35) On AD. DME freq paired with LLZ 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

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.
b) Aircraft remaining in the circuit at Walney will be allocated a conspicuity squawk of 7010. Aircraft must not select this squawk unless instructed to do so by ATS.
c) Allocation of these conspicuity squawks does not constitute any radar service.

EGNL AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNL-2-1
INSTRUMENT APPROACH CHART RNP RWY 17 (CAT A,B) - ICAO
AD 2.EGNL-8-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 35 (CAT B) - ICAO
AD 2.EGNL-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 35 (CAT B) - ICAO
AD 2.EGNL-8-3
INSTRUMENT APPROACH CHART RNP RWY 35 (CAT A,B) - ICAO
AD 2.EGNL-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 35 (CAT B) - ICAO
AD 2.EGNL-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME TO AERODROME (CAT B) - ICAO
AD 2.EGNL-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 17
AD 2.EGNL-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 35
AD 2.EGNL-8-8

EGNL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

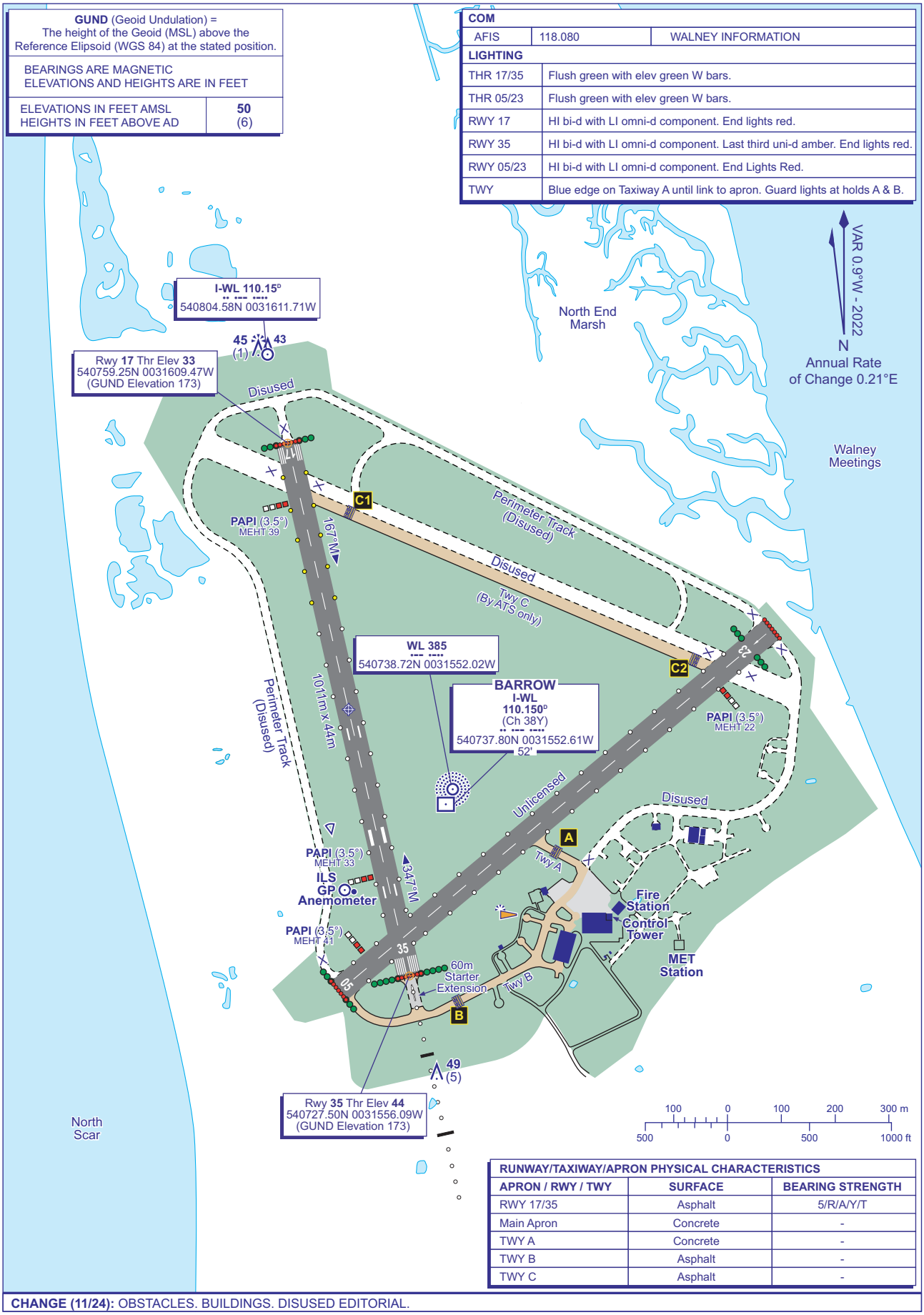
INTENTIONALLY BLANK

AERODROME CHART - ICAO

ARP 540743N 0031603W

AD ELEV 44FT

WALNEY
EGNL



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 17/35	Asphalt	5/R/A/Y/T
Main Apron	Concrete	-
TWY A	Concrete	-
TWY B	Asphalt	-
TWY C	Asphalt	-

CHANGE (11/24): OBSTACLES. BUILDINGS. DISUSED EDITORIAL.

AERO INFO DATE 23 AUG 24

AD 2-EGNL-2-1

INTENTIONALLY BLANK